



FEDERAL BUREAU OF INVESTIGATION

**HOWARD ROBARD
HUGHES**

PART 2 OF 12

FILE NUMBER : 62-78335

FILE DESCRIPTION

SUBJECT Howard Robard Hughes

FILE NO. 62-78335 Sub A

FAIR ENOUGH

By WESTBROOK PESLER

THE gall of Elliott Roosevelt and Howard Hughes was barely equalled by the colossal stupidity and clumsiness of Sens. Brewster and Ferguson, who permitted this bumptious pair to put the U. S. Senate on the defense.

The subcommittee permitted Roosevelt to get away with a mock-modest display of heroism. This recalls the conduct of his maternal great-uncle, Theodore, who actually campaigned with Hedry Cabot Lodge in a siege against the White House and the War department to get an undeserved Congressional Medal of Honor for T. R.'s skirmish in Cuba.

His purpose, frankly stated, was to use the award in his political career.

THEODORE was the brother of that Elliott Roosevelt who was the father of Eleanor the Great. Theodore was a man of pots, as one might say. But drinking was a more or less confidential sport in those days and so when G. H. Newett, the editor of a trade paper, called him a stew in print, T. R. was able to stand him down for a 5-cent verdict in a libel suit where testimony was heard that he sometimes took a shot of brandy in his milk.

This greatly amused the lower orders who had the impudence in those days to belly up to the cherry-wood and ask for a little milk in their brandy, smirking enormously.

We had no FBI then to lay a peasant by the heels for less majestic and the air was full of amey little anecdotes concerning Uncle Joe Cannon and Teddy and the rest of a robust crowd of slugs in their spare time on Chesapeake bay and the Potomac.

HOWEVER, though he undoubtedly drammed a he-man's portion of grog and probably lost a gentleman's fair share of skin off the bridge of his nose bouncing off saloon doors and floors, Theodore was not in the same league with his brother, Lushwell the Dipon, christened Elliott.

Old Lushwell was a falling-down drunk who developed a fine, personal herd of pink elephants and spent the last 10 years of his life under glass.

So, when his namesake, the current Elliott, or Lushwell Minor, came up with his memoirs of great days and nights at Cairo and Tehran, when he got "uncertainly" to his feet and shot off his mouth to Stalin and Churchill "trying to think fast through the champagne bubbles," those loyal and servile subjects of the royal family—Gawd Syve Their Bloody Majesties—who had read the intimate history of the dynasty rose waveringly from their bar stools with cries of well sloshed, old crock"; and "leave 'im he w'ere e fell."

LUSHWELL, MINOR is the living confluence of two rushing streams of old red-eye. For not only was Lushwell the Boak his maternal gramp, but on her mother's side, Eleanor the Great was the niece of Uncle Eddie and Vallie Hall. They were brothers of her mother, and Elliott's great-uncles.

They were kept under padlock in the family skeleton closet and fed through a hole in the door.

They sometimes hid Uncle Vallie in a leafy hole down a hollow where he stoked a boiler and ate still corn juice, however, but to pump

water for the house. And he was so, let us say, unpredictable that after a time little Nell never invited "any girl to stay at Tivoli" and seldom asked any young man because nobody could anticipate what Uncle Vallie might do.

There is an irritating reticence here. The imagination toys with Uncle Vallie popping out from spooky shadows behind great leather chairs in the haunted house or springing from the bushes and yelling "yay-yi" and making pinching motions at virginal young ladies, and even young gentlemen, too.

Uncle Eddie proved himself "just as weak as his brother, Vallie," but what he did his niece doesn't tell us except that he sometimes read Dickens or Scott, alone, all day long. That doesn't seem so bad, though, do you think?

THE NEW YORK TIMES, whose ponderous stateliness sometimes seems to camouflage other editorial intentions, remarked that "It is not edifying when a brave and distinguished soldier has to admit that he accepted lavish hospitality, however innocently."

Now listen to that, will you? The New York Times never ran a single word of editorial comment when the fact was revealed that Elliott and his old man conspired to trim a select list of saps, notably John Hartford, and finally gypped the chumps out of their collateral as well as their capital by invoking the powers of Jesse Jones, the chairman of the Reconstruction Finance corporation, the biggest bank in the world.

Not a word did the Times have to say about that debauchery of the Presidential office by the President. Not a word about this conduct of an Army officer notwithstanding the fact that the ninety-fifth article of war plainly says dishonorable neglect to pay debts constitutes conduct unbecoming an officer and a gentleman, for which he may be canned in disgrace.

On what ground does the New York Times presume to call this fellow a "brave and distinguished soldier?" Says who? Surely there has been enough evidence in other matters to justify the reservation of a doubt in these two particulars.

Certainly it was tacitly admitted that Elliott let a war contractor pay \$1,400 of the expenses of his wedding a stroke of moochery beneath the dignity of any man of pride, whoever the donor might have been.

A gentleman just doesn't let strangers pay his wedding expenses or let some crude barfly of the type of Johnny Meyer hand his betrothed a \$20 bill because she has been "charming," or slip her \$132 worth of nylons at any time but still less when all women regarded nylons as treasure. On what ground does the Times dare suggest that this Elliott accepted this hospitality "innocently."

AS FOR Hughes, there is the record of his agent, his press agent, his flunkies, who insisted that in Hughes' name he paid women to attend parties as guests and bought them presents as his official duty in the employ of Hughes' company.

The record shows that the government spent \$40,000,000 with Hughes and got absolutely nothing for the money, some of which was spent by Meyer to buy drinks and meals for Elliott and his friends.

(Copyright, 1947, by Westbrook Pesler, Inc.)

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Jones
Mr. Leonard
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

Handwritten initials

51 SEP 24 1947

AUG 15 1947
Times Herald
Page 23

RECORDED 62-78335-A
INDEXED F B I
EX-67 48

11/10

John William Meyer

Capitol Premiere Monday:

Luscious Pin-up Girls Called In Senate Probe of Hughes

**F. D.'s Secret Papers and Star Witnesses
Lend Hollywood Background for Quiz**

By FRANK MOLEMAN

Beginning with two luscious Hollywood pin-up girls, Senate investigators yesterday began rounding up bit players for their forthcoming spectacular production to be

called "The Case of Howard Hughes and His \$44,000,000 War Plane Contracts."

The subpoenas which were served in the movie capital today on Judy Cook, free lance actress, and Martha Gidday, model, were only a mild start, informed sources hinted.

When the show really gets underway here next Monday, it is expected to feature besides secret papers from the files of F.D.R., Hughes himself, Henry Kaiser, once his partner, Eliahu

well, war production heads, and a host of top Hollywood stars testifying voluntarily or under subpoena.

The script, too, supposedly has all the lush Hollywood trimmings. The Senate war investigating committee, under the leadership of Maine will probe charges that wild parties with cash and carry beauties figured in the award of Hughes' lucrative contract to build cargo and photo

(Turn to Page 3, Col. 1)

- Mr. Wilson
- Mr. E.A. Tamm
- Mr. Clegg
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Carson
- Mr. Egan
- Mr. Gurnea
- Mr. Harbo
- Mr. Hendon
- Mr. Jones
- Mr. Leonard
- Mr. Pennington
- Mr. Quinn Tamm
- Mr. Nease
- Miss Gandy

Handwritten signatures and initials

G.I.R. 9

RECEIVED-RECORDED
JUL 23 1947

162-78335-A

Times Herald
Page

168
FEB 9 1972

BB

Pin-up Girls Subpoenaed in Hughes Probe

(Continued from First Page)

Photo-reconnaissance planes — which still are undelivered.

Sen. Ferguson (R) of Michigan who will lead the inquiry, daily denied Hollywood reports that Linda Darnell, Lana Turner and Ava Gardner have been subpoenaed. He also refused to comment on the cases of Judy and Martha.

From other sources, it was learned that only three subpoenas have been delivered to the U. S. marshal in Hollywood thus far. These are for Judy, Martha, and John W. Meyer, publicity director of the Mayer movie company which produced "The Outlaw."

The subpoena on Meyer has not been served, however, it was said. He is believed to be out of country at present.

Committee investigators, dispatched from Washington, are quietly rounding up more top witnesses in the movie capital, asking them to testify voluntarily, a committee source disclosed. More subpoenas may be issued if persuasion fails, it was said. This might account for the reports involving the other women stars.

"Blushingly Amazed"

Yesterday in Hollywood, the marshal served the subpoenas on Judy, a former Aquacade swimmer, and Martha who blushingly professed to be amazed by the whole proceeding.

The marshal, according to press reports, didn't know much about the case either. "All I know is they are both beautiful girls," he was quoted as saying.

Hughes himself was still on the west coast, but was expected to come here voluntarily for the investigation, Monday, a Washington representative of his tool company disclosed that Elliott Roosevelt helped design the speedy photo-reconnaissance plane XP-11.

The senators will probe charges that President Roosevelt helped Hughes obtain contracts totalling \$44,000,000 to build his huge eight-engined wooden flying boat, and the photo planes over the objections of top air force commanders.

"Hughes Offers Records"

When the investigation was first rumored, Hughes declared he had nothing to hide and that it was largely his own money which went into the big flying boat — not Government funds. On March 25, he agreed to make all his records available.

Committee investigators journeyed to the coast and gathered photostats of his expense accounts and other papers.

The flying boat was begun in 1942. It is now at C.



AP Wirephoto

Model to Appear at Capitol Probe

Martha Goldthwaite, 26, Hollywood model, has been subpoenaed as a witness for a congressional investigation of Howard Hughes' Government airplane contracts. The model said yesterday: "I don't know Mr. Hughes."

John Meyer

In Closed Committee

Krug Testifies He Attended Big Parties of Howard Hughes

(See Picture on Page 3)

By Mary Spargo
Post Reporter

Secretary of the Interior Julius Krug has testified that he attended fabulous parties given by Hollywood's Howard Hughes while Hughes was trying to hang onto some 40 million dollars worth of Government plane contracts.

Krug, The Washington Post learned, appeared this week at a closed session of the Senate War Investigating Committee. The Interior Secretary was quizzed about his wartime activities as chief of the War Production Board, which had the power of life and death over Hughes' contracts. The Government gave Hughes the 40 million dollars.

Krug will be one of the main witnesses in a sweeping public inquiry into Government wartime procurement practices which will open here next week.

In accordance with its usual practice, the committee questioned him in secret before putting him on the stand publicly.

Some committee members already have found it difficult to reconcile Krug's ready acceptance of lavish hospitality from war contractor Hughes with the orders he gave to WPB officials during the war to be careful about taking favors and hospitality from war contractors.

Because of the importance of Krug's position as a cabinet member, the committee has given him the full record of the testimony of other witnesses taken in executive session so that he can prepare an answer.

Some committee members have termed the story of the Hughes war contracts "spectacular" while others describe it as a tale of a "sordid waste" of taxpayers' money.

Intimately involved in the whole picture are not only Hughes and Krug, but Elliott Roosevelt and his beautiful actress wife, Patricia. A former publicity agent for Errol Flynn who has suddenly dropped from sight somewhere in the Argentine, Henry Kaiser, Donald M. Nelson, John Small, wartime WPB official, several high-ranking Army procurement generals and a bevy of beautiful models who "entertained" at night-club parties from coast to coast.

In Hollywood yesterday, one of the Hollywood blondes who has been summoned to testify August 4, told of lavish parties Hughes gave for Krug and Elliott Roosevelt.

Judy Cook, actress and professional swimmer, said she was engaged to stage her swimming act at three of the affairs. The lithe platinum blonde said she entertained

See HUGHES, Part 1, Column 4

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

6- Ag. Bureau

Hughes
J. Cook

File 1 R. 9
aga

INDEXED

62-78335-A

74 JUL 30 1972

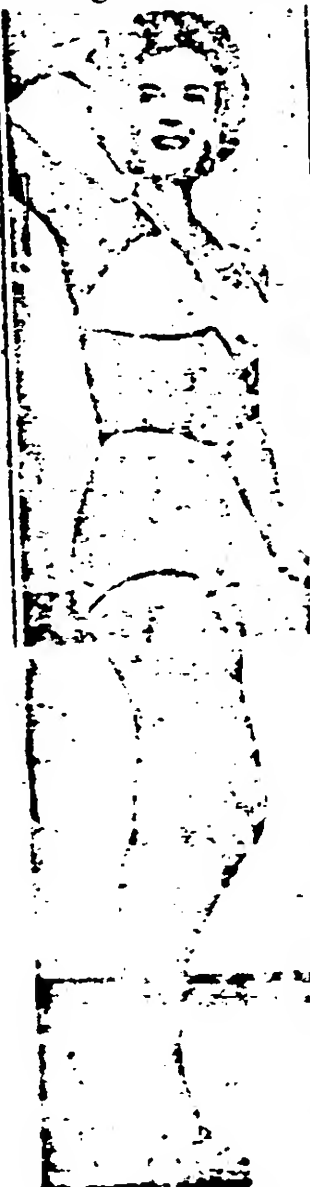
WASHINGTON POST

DATE 7-24-47

FEB 9 1972

REPRODUCED ORIGINAL-121AM

To Testify In Hughes Probe



Associated Press Wirephoto

JUDY COOK,

dancer, swimmer, and film actress, has been subpoenaed to appear at a Senate War Investigation Committee hearing on multimillionaire Howard Hughes' plane-building activities.

HUGHES—From Page 1

Krug Attended Hughes Parties

joined at one party given at Palm Springs, Calif., for Krug.

Swam in Hughes Pool

She got paid, she said, for swimming in Hughes' swimming pool as well as other places. She wore a skin-tight, flesh-colored bathing suit.

"One party," she told reporters, "was given in honor of Elliott Roosevelt and Faye Emerson before their marriage."

Hughes' great friend, Elliott Roosevelt, gets the lion's share of the credit for swinging one of the two 20-million-dollar deals.

It was through Hughes, heretofore secret testimony discloses, that Elliott met the beautiful actress who was to become his wife.

More correctly, it should be stated that it was through the Hughes vice president in charge of public relations, John Meyer, that Elliott and Faye met.

Meyer Goes Far South

John Meyer, who once handled some of Errol Flynn's affairs for Warner Brothers, is now absent in Argentina. The committee, after getting all of his testimony in a closed session, found that he had taken off with visas for all European countries and the Near East.

A committee member said yesterday that Meyer had been traced down to the remotest part of Argentina, on Cape Horn.

Krug is said to have testified originally that "Johnny Meyer" is a very good friend of his, but the Secretary changed his mind. It is reported, after reading Meyer's testimony given in executive session.

Meyer is said to have had an amazingly detailed record of expenditure, including dates and places recorded just beautifully.

So far to ad- paid fr-

turns greatly aided in cutting down taxes paid over to the Government.

The committee, if it follows its customary procedure, will lay the stage for its inquiry by official Air Force testimony on the Hughes contracts.

Elliott and Hughes were friends at least as far back as 1940, three years before Hughes and Kassar, jointly, received a contract for some 18 million dollars to build a big wooden cargo plane. The plane, never flown, is now having a tent built around it.

Hughes told the committee in secret session that the plane would "either fly or sink."

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

File 6/4

WASHINGTON POST
DATE _____

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Big Names Linked to Plane Contract Parties

Elliott and Wife Guests of Honor

(Continued from First Page)

Meyer was reported to be out of the country at present.

At the same time, it was learned that at least 18 documents have been found in the Roosevelt Hyde Park memorial library linking the White House directly with the Hughes plane contracts and that these will be made available promptly to the Senate war investigating committee.

The documents were said to bear out Army contentions that the Hughes contracts were awarded over protest on orders from the White House.

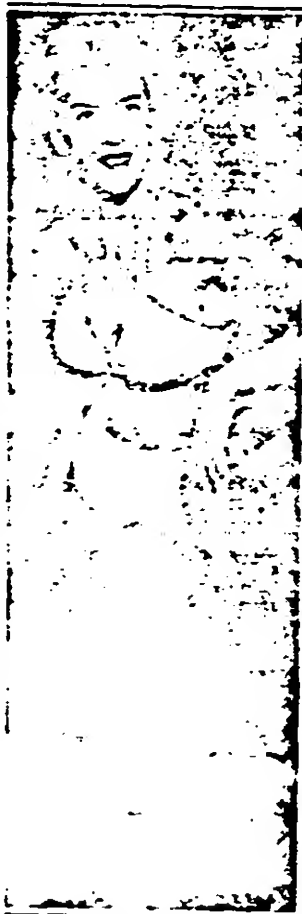
The wine and women theme song of the dealings between the Hughes industries and the Government bigwigs ran from coast to coast, it was learned, with equal emphasis being given to entertainment in New York and Hollywood.

The story of champagne-drenched parties was said to involve some Army generals who wore at least three stars, but none higher.

Actress Names Krug

A hint of the forthcoming testimony came from actress Judy Cook in Hollywood, one of the few who has received a subpoena, who admitted she had attended several Hughes parties where once Secretary of Interior Krug was among the guests.

This particular brawl, Judy said, recalling that she splashed around in the swimming pool clad in a skin-bugging bathing suit, was



JUDY COOK

Krug, Army Brass, Senators Mentioned

in 1944 and was given in honor of Elliott Roosevelt and Paye Emerson just before their marriage.

In addition to Krug and Jack Fry, then head of TWA airlines, Judy said the landscape was liberally decorated with U.S. senators and representatives as well as Army brass.

Model Martha Goldthwaite, also subpoenaed, was baffled at reports that Government investigators got her name from income tax reports of Meyer, who allegedly listed her as raking in cash for attending Hughes' social gatherings.

She was around, she insisted, for strictly social reasons. She dated Meyer "about four or five times, I think it was in 1943."

Denies Getting Money

"Only twice do I remember seeing any Government men in the party when I went out with Johnny," Miss Goldthwaite reflected. "He entertained some officials from aircraft companies, but I don't remember who they were. I never got a cent from Johnny. He never even gave me gifts."

Intent of the Senate committee's investigation, it was learned, is to bring out the facts regarding business methods of some war contractors who pursued the theory that lush entertainment for the people in high places bred many a piece of favored treatment. Every effort will be made, it was said, to show that the babes and boozie program was financed by the taxpayers.

Full page

A Closed Committee

Krug Testifies He Attended Big Parties of Howard Hughes

(See Picture on Page 3)

By Mary Spargo

Post Reporter

Secretary of the Interior Julius A. Krug has testified that he attended fabulous parties given by Hollywood's Howard Hughes while Hughes was trying to hang onto some 40 million dollars worth of Government plane contracts.

Krug, The Washington Post learned, appeared this week at a closed session of the Senate War Investigating Committee. The Interior Secretary was quizzed about his wartime activities as chief of the War Production Board, which had the power of life and death over Hughes' contracts. The Government gave Hughes the 40 million dollars.

Krug will be one of the main witnesses in a sweeping public inquiry into Government wartime procurement practices which will open here next week.

In accordance with its usual practice the committee questioned him in secret before putting him on the stand publicly.

Some committee members already have found it difficult to reconcile Krug's ready acceptance of lavish hospitality from war contractor Hughes with the orders he gave to WPB officials during the war to be careful about taking favors and hospitality from war contractors.

Because of the importance of Krug's position as a cabinet member, the committee has given him the full record of the testimony of other witnesses taken in executive session so that he can prepare an answer.

Some committee members have termed the story of the Hughes war contracts "spectacular" while others describe it as a tale of a "sordid waste" of taxpayers' money.

Intimately involved in the whole picture are not only Hughes and Krug but Elliott Roosevelt and his beautiful actress wife, Faye Emerson, a former publicity woman for Errol Flynn who has suddenly dropped from sight somewhere in the Argentine. Hughes was said to be a high-ranking Army procurement general and a bevy of beautiful models who "entertained" at right-club parties from coast to coast.

In Hollywood yesterday, one of the Hollywood blondes who has been summoned to testify August 4, told of lavish parties Hughes gave for Krug and Elliott Roosevelt.

Judy Cook, actress and professional swimmer, said she was engaged to stage her swimming act at three of the affairs. The lithe Matinum blonde said she entertained at one party given at Palm Springs, Calif., for Krug.

She got paid, she said, for swimming in Hughes' swimming pool as well as other places. She wore a skin-tight, flesh-colored bathing suit.

"One party," she told reporters "was given in honor of Elliott Roosevelt and Faye Emerson before their marriage."

Hughes' great friend, Elliott Roosevelt, gets the lion's share of the credit for winning one of the two 20-million-dollar deals.

It was through Hughes, heretofore secret testimony discloses, that Elliott met the beautiful actress who was to become his wife.

More correctly, it should be stated that it was through the Hughes vice president in charge of public relations, John Meyer, that Elliott and Faye met.

Meyer goes far South. John Meyer, who once handled some of Errol Flynn's affairs for Warner Brothers, is now absent in Argentina. The committee, after getting all of his testimony in a closed session, found that he had taken off with visas for all European countries and the Near East.

A committee member said yesterday that Meyer had been traced down to the remotest part of Argentina, on Cape Horn.

Krug is said to have testified originally that "Johnny Meyer" is a very good friend of his, but the Secretary changed his mind. It is reported, after reading Meyer's testimony given in executive session.

Meyer is said to have kept an amazingly detailed record of every expenditure, including names, dates and persons. He carefully recorded just how much each beautiful "entertainer" was paid. So far Judy Cook is the only one to admit publicly that she was paid anything for her services.

Frye is witness. One expense Meyer did not list was the cost of \$200 for the wedding breakfast of Elliott and his bride, the cost of their romantic wedding on the brink of the Grand Canyon and the fee to the minister.

According to the evidence all that cost was met out of the pockets of Jack Frye, president of Hughes' TWA airline. Frye saw the couple to the Grand Canyon in a TWA airplane, but there are reports Frye did not expect to have to meet all of the bill. Frye also has testified in executive session.

Some of these lavish expenses were sought in renegotiation of Hughes war contracts but all of them were listed as cost on his income tax reports. Under the tax laws then in effect such expenditures greatly aided in cutting down taxes paid over to the Government.

The committee, if it follows its customary procedure, will lay the stage for its inquiry by official Air Force testimony on the Hughes contracts.

Elliott and Hughes were friends at least as far back as 1940, three years before Hughes and Kaiser, jointly, received a contract for some 18 million dollars to build a big wooden cargo plane. The plane, never flown, is now having a hangar built around it.

Hughes told the committee in secret session that the plane would either fly or sink.

Mr. Tolson	_____
Mr. E. A. Tamm	_____
Mr. Clegg	_____
Mr. Glavin	_____
Mr. Ladd	_____
Mr. Nichols	_____
Mr. Rosen	_____
Mr. Tracy	_____
Mr. Egan	_____
Mr. Gurnea	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Pennington	_____
Mr. Quinn Tamm	_____
Mr. Nease	_____
Miss Gandy	_____

THE WASHINGTON POST

PAGE 1

DATE 7-24-47

FEB 9 1972

BB

RECEIVED

John William Meyer

WHAT NO DISHES?

By TALEBUR

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____



G.I.R.-9

JUL 24 1947
WASHINGTON NEWS,
Page 30

RECORDED 62-7835-A

INDEXED 53 JUL 20 1947

FEB 9 1972

REPRODUCED ORIGINAL-2148

Mr. B. A. Tamm
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Interior Secretary J. A. King was reported today to have called a closed session of the Senate War Investigating Committee he attended parties given by Howard Hughes while the millionaire plane maker was trying to build \$10,000,000 worth of Government contracts.

Mr. Krug was said to have appeared before the committee earlier this week. He will be one of the major witnesses in the inquiry into Government procurement practices which gets under way next week.

Mr. Krug was War Production Board chief at the time when Mr. Hughes and Henry Kaiser were awarded a contract to build a huge new type wooden cargo plane. The plane never was delivered.

The Senate committee reportedly gave Mr. Krug a full transcript of the testimony taken in executive session so he could prepare an answer.

There was no official confirmation of reports Dr. Ruiz would be asked to resign as result of the hearings.

In Hollywood yesterday, Actress Judy Cook said she entertained at a party in Mr. Krug's honor at Palm Springs, Calif. She said the party was given by Mr. Hughes.

A congressional committee has subpoenaed her and one other Hollywood glamour girl to tell all about Mr. Hughes' fabulous wartime parties.

Miss Cook, who switched thru Mr. Hughes' swimming pool in a light flesh-colored bathing suit, said when she came up for air at the parties she spotted Mr. Krug, Jack Byrne, then president of Hughes' TWA airline, several U. S. senators and representatives and "a lot of high ranking Army officers."

At one party, she recalled, she met Col. E. W. Swings, Mr. Krag's AAF representative on the WPB



Mr. Krug Mr. Barber

airplane committee, M. H. Wilner, then deputy chief of WPA's aircraft division, and Capt. J. D. Small, Mr. Krug's executive assistant.

1 pc csc
11-26-52
gme

WASHINGTON NEWS
Page 6

L
X
7

Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

6-Adg
W. H. Hughes

Brass, Babes and Booze:

Big Names Linked to Hughes Plane Contract Parties in N. Y.

By JERRY GREENE

The babes and booze entertainment trail which wound around the Howard Hughes \$44,000,000 wartime aircraft contracts cost money running into six figures, it was learned yesterday.

One of the most lavish high-stakes shindigs, at which ranking Army officers participated in a slightly missing week end at New York's swank Waldorf-Astoria hotel, took place in November 1944, when Elliott Roosevelt was an honor guest.

Names of the other guests—said to include high Government officials—were not immediately available. But it was learned that

this was regarded as one of the most expensive of a series of parties where the war contractor picked up a check for soothing the weary nerves of top Army brass and procurement chiefs.

Bought as a key witness and considered the financial expert who handled the party tabs was John W. Miller, head publicity man for Hughes' movie business.

(Turn to Page 4, Col. 8)

62-72335-A
INDEXED
EX-30
F. I.

WASHINGTON TIMES HERALD
EVENING EDITION

Evening
DATE
1-14-47

1-25-47

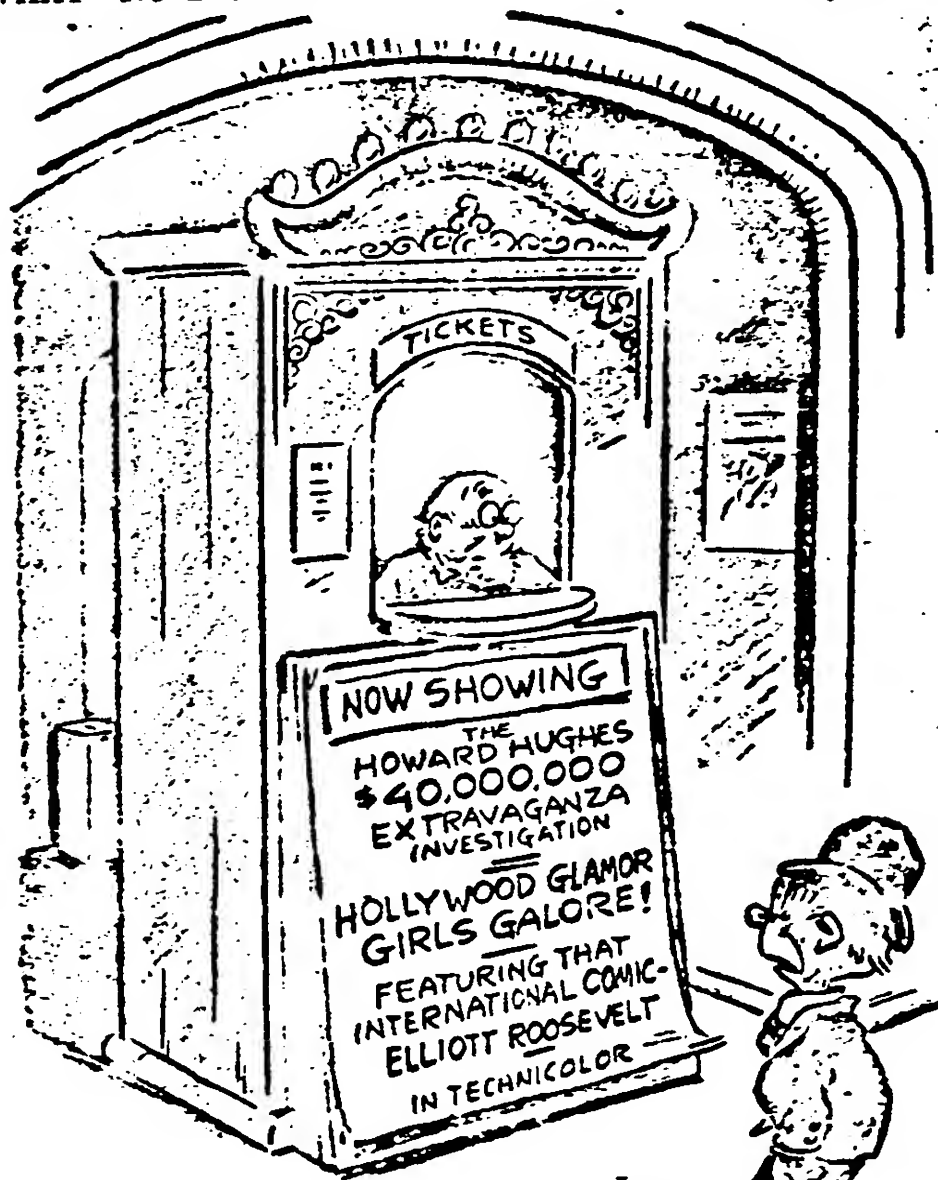
FEB 8 1947
BB
RECEIVED ORIGINAL-DETACH

WHAT—NO DISHES?

—By TALBURY

- Mr. Tolson _____
- Mr. E. A. Tamm _____
- Mr. Clegg _____
- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols _____
- Mr. Rosen _____
- Mr. Tracy _____
- Mr. Carson _____
- Mr. Egan _____
- Mr. Gurnea _____
- Mr. Harbo _____
- Mr. Hendon _____
- Mr. Jones _____
- Mr. Pennington _____
- Mr. Quinn Tamm _____
- Mr. Nease _____

Handwritten signatures:
W. J. [unclear]
Hughes



500175147

RECORDED
 WASHINGTON NEWS-DELETED 63
 Date 7/24/47
 18EX-112

FEB 9 1972

BB

RECEIVED ORIGINAL-GRAM

Date of Removal 10-23-56

Sub A - Newspaper clipping

Report

Letter

Enclosure

submitted by Frank. News

Dated 7-24-47 has been removed for Mr. _____

to be sent to photo.

Subject Krug

Synopsis Krug reported admitting attending
Dugan parties.

This is to be removed from file upon the return of the item and
forwarded to the Coordinator of Mail and Files

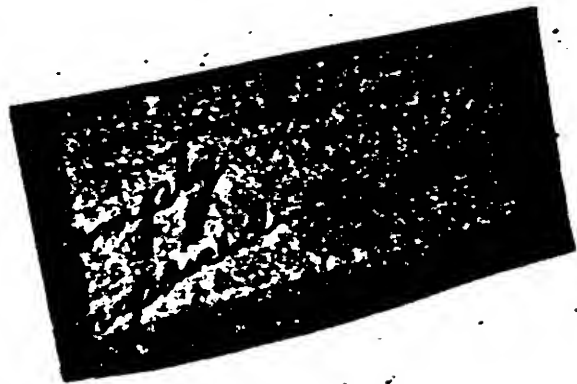
Removed by gfr

Date Request Received _____

File Number 62-78335-A

PK
FEB 9 1972

BB
REMOVED ORIGINAL RELEASE



GIFTS FOR TWO . . .
Initials of Johann Meyer reveals.
Aircraft Co.'s licensee was not con-
New Deal officials and Army offic
girl friends were in," too. Note that

John W. Meyer
Mr. & Mrs. Willard

John W. Meyer

RECORDED

INDEXED

62-7833-A

137 NEW YORK JOURNAL AMERICAN

EX-30

JULY 25, 1947

FEB 9 1972

BP

REPRODUCED ORIGINAL RELEASE

John W. Meyer

RECORDED 62-71335-A

INDEXED

EX-34 10

CLB
1-14

THE NEW YORK JOURNAL AMERICAN

JULY 25, 1947

1/15
FEB 9 1972

REPRODUCED ORIGINAL-REMAN

Hughes Party

HOW HUGHES PLAYED HOST

Officials Named in Party Bills

5
CENTS

Journal

AN AMERICAN PAPER FOR ALL

DALEY, 5 Cents. SATURDAY, 6 Cents.
In New York City and

No. 21,724—DAILY FRIDAY, JULY 2, 1946

W. Meyer

Dec 18-46

Statement Robert - ④ 33 W 55 N.Y.C. 37-

Shallow Penetration
Green

100-
75-

#212

Miss Linda Shilton Room 722
New York Green End call 2-8400

For Mr. C. Wallgren
Bryn Mawr School

Mr. Interior S. D. King
Dept of the Interior W.D. 12

old Co 15

JOHN A. 3
COL ROOSE
RAFT 68

	DATE
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	

in Deluge of War Dollars

LYWOOD CALIF - December 4, 1944

SOUTH HOLLYWOOD BRANCH 331104

Bank of America

NATIONAL CITY ASSOCIATION
7100 SANTA MONICA BLVD.
HOLLYWOOD, CALIF.

CHECK 25112

VENDOR NO. 42002

HUGHES AIRCRAFT COMPANY

FLORENCE AVE. AT 114 E ST.
CULVER CITY, CALIF.

RECORD OF
PAYMENT

EXACTLY \$159 AND 41 CTS

DOLLARS \$ 159.41

PAID TO

PAUL FLATLIN

DUPPLICATE

HUGHES AIRCRAFT COMPANY

CALIFORNIA

6-4 Expenses- Col E. Edwards's

Wedding Party.

59.41

Four days Pilot's time.

100.00

159.41

159.41

EVIDENCE. - The

Col. E. Edwards's
wedding party, as a
token of this check
to Hughes Aircraft Co.
for the purchase of
salaries for the war
know as the "Four
of Pilot's time." The
statement is dated
2-8-1944 about the
of Edwards's marriage
John E. Edwards.

ARTIST. -

from the expense
of Howard
right-hand man
W. May Jr. of the
expense of the
understanding of
A. Krug, then UFB
organ, and a group of
officers, in March
of 1944.

100
35

A. Krug, then WPB
chairman, and a group of
my officers, in Man
4 Everything - but
girls and photo
a meticulously
led.

reproduction
page by the
News

Miss Catherine Munn
80 Madison Avenue
New York, N.Y.

September 22, 1945

Dear Miss Munn:

Enclosed find check in the amount of \$109.75 for the
two small Lusite tags plus enclosed and postal charges.
Under separate cover, I am returning the two metallic
spreaders and bolts. Thank you, you were very kind to send
these to me but I find I have no use for them.

I expect to be in New York the latter part of October
and might possibly see you at that time.

Cordially,

JWM
John E. Meyer
Director of Public Relations
and Advertising

cc: World

cc: Leo Murrin ✓

These are to be charged to Hughes Aircraft Co. as gifts for:
Miss Faye Emerson, 3245 Van Noord Street, No. Hollywood, Cal.
State 4-2354
Betty A. Cook, 1349 No. Harper Street, Hollywood, Cal.
Gr. 3643

This letter over the
that the Hughes
ned to high
ers. Their
one of the

Little Lucile taken went to Miss Faye Emerson,
who soon was to become the bride of Col. Elliott
Roosevelt. Johnny was thorough in his account-
keeping. He even included the phone numbers of
the recipients of Hughes' favors.

New York Journal American

24 July

Photostats!

American LATES NEWS

Krug Fetes, Places and Costs Listed

(Larkin Gould reveals that the New Deal Civil Aeronautics reversed the finding of its own examiners in awarding choice air to Hughes airline—See today's Financial Page.)

By CHARLES FINSTON

N. Y. Journal-American Washington Bureau

HOLLYWOOD, Calif., July 25.—Photostats prove that Secretary of Interior Julius A. Krug was lavishly entertained with wine, women and again and again and again—by Howard Hughes was uncovered today by Newspapers.

Expense reports kept meticulously by John Meyer, \$10,000-a-year publicity man and vice president of Hughes Aircraft Corp., disclosed a tale story.

These photostats constitute the strongest evidence in the hands of the Senatorial War Frauds Committee in exposing Hughes' undelivered wartime flying boat, which cost American taxpayers \$40,000,000.

List Elliott Roosevelts

Big names were feted by Hughes, including Elliott Roosevelt, Fay Emerson (now Elliott's wife), many War Production Board officials and Army Air Force celebrities and party girls.

Meyer's expense accounts list Gov. Mon C. Washington as having attended some of the formal dinners.

Another who experienced the hospitality of the party was Nicholas A. De Rachat, of the Soviet Embassy mission.

The expense accounts covered a wide range of parties, hotel bills and elaborate dinners for the party and official celebrations. But they all had one thing in common—Johnny Meyer always picked up the bill.

The accounts also cover a three-year period from 1936 to 1939, and include bills for hotels and restaurants in Hollywood and Los Angeles.

BEVERLY HILLS HOTEL AND BUNGALOWS
BEVERLY HILLS, CALIFORNIA

AMT. CHARGED	AMT. CREDITED	BAL. DUE
1.00		575.31
		576.33

575.31
576.33

1.00

*OK. Roosevelt
J.W.M.
12-13-44*

1. Col. Dan Silberberg and Ma. Morton Willner.
was lost.

Continued on Page 2, Column 4

REPORT OF

John W. Wager

ENDING

18

DATE FROM TO

Sun Oct 13-46

Rothman's Restaurant at Oyster Bay (5)
with Miss Marilyn Burford Guytonward

Mon Oct 14-46

2 Ladies Room from Philip 80.00 each
Entertainment at J. A. Young
(Dinner at Alton Hotel)

Tues Oct 15-46

St Regis Bar - Mrs. Powell
Dinner Perry Road (Powell)
Embassy Club (Powell)

Mr & Mrs W. Powell

Marilyn Burford Guytonward

Mr & Mrs Guytonward

Dolores Tatum

EX-100-10000
EX-100-10000

EX-100-10000

951-4

NAMES AND NUMBERS

Mr. J. A. Krug was hobnobbing with celebrities in and around New York in October, 1946, according to the "J. W. M." on the expense sheet. The party actually passed in a gay round to Marilyn Burford

purchase a couple of \$80 handbags. Dolores Tatum apparently made a hit. She got on the scene twice. This three-day spree was an indication, Howard's wife's enthusiasm changed to his sport and she was Mrs. Dolores Tatum

Mr. Cates	Mr. English
Mr. Glavin	Mr. Harbo
Mr. Ladd	Pers. Records Sec.
Mr. Rosen	Reading Room
Mr. Tracy	Mail Room
Mr. Cartwright	Miss Cowan
Mr. Jones	Miss Middleton
Mr. Leonard	Miss Pitts
Mr. McCoy	M
Mr. McGuire	

See Me For Appropriate Action
 Send File Prepare Reply

This should be
indexed & filed
Re: John [unclear]

L. B. Nichols
 Room 5640, Ext. 891

How Hughes Feted New Deal

FINER REPORT OF

John W. Meyer

IC TERRITORY

FROM

TO

DATE

TIME

PLACE

REMARKS

TELEPHONE

TELETYPE

POSTAGE

RECEIVED

DATE

TIME

Wed. Oct 17 43

Mocambo Dinner (1st)

252

J. A. Kug

VO 5427

1. Name Reading

2. Title Reading

3. Name Reading

4. Name Reading

5. Name Reading

6. Name Reading

7. Name Reading

8. Name Reading

Chg. Hughes Dinner

Hughes A.

Ex 10

John William Meyer

Brass in the Swim:

Probers Find New Evidence On Hughes' Lavish Parties

'Counter-Offensive' Entertainment
Reported as Hatch Sees President

By ELLIOTT HAYES

Senate war investigators last night were ankle-deep in new evidence concerning lavish champagne soirees where Hollywood lovelies in skin-tight suits swam in a mirrored pool while millionaire Howard Hughes entertained Elliott Roosevelt and officials who awarded him \$66,000,000 in contracts for planes that never left the ground.

Sen. Ferguson (R), once known as Michigan's "one-man jury," said the special subcommittee of which he is chairman, will go over the evidence tomorrow and present it to the full committee when hearings on the Hughes contracts open Monday.

Meanwhile, there were reports that a clever counter-offensive of equally sprightly parties is being waged by persons seeking to discredit the Senate investigation, in-

volving Secretary of the Interior Krug and a penciled note believed hidden in the late President Roosevelt's archives at Hyde Park.

In fact, developments in the whoop-la program that led to the contracts began flying with the profusion of conflict yesterday following disclosure that Krug had been questioned secretly by the subcommittee.

Krug flatly denied he had been at a Hollywood party where curvaceous Judy Cook, 25-riveter in an airplane plant by night and

(Turn to Page 6, Col. 3)

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

6-11-49
file
8-11

6-11-49

xyh RECORDED 162-72335-A-
INDEXED 121
JUN 1 1949

WASHINGTON TIMES HERALD
Morning BULLDOG EDITION
DATE 6-25-49
75

7-25-49

4/1
FEB 8 1972
83

REMOVED ORIGINAL-RETURN

John W. Meyer

'WHOSE' Nightmare?!

by Barris Jenkins Jr.



Copyright, 1947, Hearst Consolidated Publications, Inc.

62-71335-A
FEB 25 1953

NEW YORK JOURNAL AMERICAN

JULY 25, 1947

FEB 11 1972

REPRODUCED ORIGINAL IN JUNE

Hughes P May Call Jones On Plane Deal

Proof of White House Pressure on Kaiser Contract Sought

By the Associated Press

Senatorial investigators hinted today at least Jones as an accomplice in their efforts to prove that White House pressure forced award of a \$10,000,000 wartime plane contract to Howard Hughes and Henry J. Kaiser.

The former Michigan member's possible appearance places one Senator said on whether any documentary evidence is found in the files of President Roosevelt.

A Senate war investigating subcommittee will open a hearing Monday into the contract for planes that never were delivered.

Senator Ferguson, Republican of Michigan, who heads the inquiry group, told a reporter he "won't say" whether Mr. Jones will be asked to testify.

Refuses Further Comment

Although Senator Ferguson declined further comment, another committee member said it is likely the former Secretary of Commerce and head of the Pan American Finance Corporation will be asked to testify about the plane deal. It is a search of the Roosevelt files being made.

Mr. Jones was represented by this member as having balked at signing the airplane contract with Mr. Hughes, millionaire Hollywood movie producer, and Mr. Kaiser, wartime shipbuilder, until he was given a written memorandum on the deal.

President Roosevelt ousted Mr. Jones from the cabinet in January, 1945, to give the Commerce portfolio to Henry A. Wallace.

The Ferguson committee has been told in testimony taken behind closed doors that the Army and Navy opposed letting the Hughes-Kaiser contract for plane parts. This contract later was replaced by a contract with Mr. Northrup & Co., Northrup Aircraft Corp.

Senator Ferguson has charged that White House "pressure" was brought to force acceptance of the original contract carried out in part through the Defense Plant Corp., an RFC subsidiary.

Compliance Probed
The Michigan Senator said, however, the committee thus far has received no documents from trustees of the Roosevelt estate in support of a subpoena served on them.
Both Senator Ferguson and Senator Hatch, Democrat, of New Mexico, predicted that the trustees would comply with the subpoena. A New York court has ruled that the Roosevelt papers are the property of the Government.
President Truman was said to have asked the Department of Justice to determine how far the Government should go in releasing the Roosevelt papers, but committee chair HUGHES, Page A-3.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Handwritten: Asst. Dir. Hughes

Handwritten: John William Meyers

49

62-78335-A
FBI
42 AUG 4 1947

JUL 25 1947
WASHINGTON STAR
Page 7

FEB 9 1972
66

REPRODUCED ORIGINAL RETURN

Hughes

(Continued From First Page)

members said they believe this has no bearing on the current inquiry. These members described Mr. Truman as keeping hands off the investigation, despite the fact that one of his cabinet members, Secretary of Interior Krug, may figure largely in the testimony.

Silent on Parties.

Mr. Krug declined yesterday to comment on reports that he had been a guest at California parties arranged by John Meyer, former vice president of some of Mr. Hughes' enterprises.

Mr. Krug noted to reporters that the plane contract was let before he became chairman of the War Production Board in August, 1944. But committee members said evidence shows he subsequently signed an order releasing \$1,500,000 for continuation of the contract.

Mr. Meyer's sworn testimony, including documents detailing his expenses in arranging parties for officials, will be laid before the full War Investigating Committee tomorrow.

Brewster Says Pelf, Not Sex, Real Issue as ...

Krug Calls Hughes Publicist a Liar

By United Press (See Peter Edson, Page 9)

Chairman Owen Brewster (R., Me.) of the Senate War Investigating Committee declared today that neither "political pressure" nor exaggerated "sex angles" would prevent an inquiry Monday into Howard Hughes' \$40,000,000 worth of wartime plane contracts.

He charged that reports that Mr. Hughes provided night club dinners and \$100-a-night party girls for Interior Secretary J. A. Brown and other Government bigwigs were part of a "smear campaign to divert public attention from the real issue."

"What we want to find out," said Sen. Brewster, "is how \$40,000,000 worth of the taxpayers' money was spent."

Senate investigators want to know why the Government paid Mr. Hughes for a plywood cargo plane and some photographic planes that reputedly never were delivered. Mr. Hughes maintains some of them were turned over to the Air Forces.

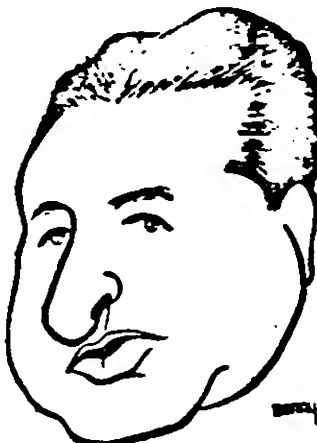
Sen. Brewster's statement followed disclosure by John W. Meyer, publicist for Mr. Hughes, that Mr. Krug, Elliott Roosevelt and Gov. Mon C. Wallgren of Washington were among guests at parties for which his boss paid the bills.

Mr. Krug replied that Mr. Meyer's expense accounts were "a mixture of the grossest kind." He said his personal records would indicate the mendacity of the accounts.

Mr. Wallgren, close personal friend of President Truman and chairman of a Senate Aviation subcommittee during the war, admitted having attended some of Mr. Hughes' parties at which there were "many beautiful women present." But he insisted there was "nothing wrong" with the affairs.

Mr. Meyer, a stocky, balding one-time race-track press agent, told the Senate subcommittee:

"How he played 'Cupid' to Elliott Roosevelt and movie actress Fay Bainter, now Mrs. Roosevelt, is a story that will cost \$10 in the black market for two Air Force stamps for Chairman Robert E. Hannegan of the Democratic National Committee. (The committee said Mr. Hannegan, who is also Postmaster General, was "out of town" and not available for comment.)



SECRETARY KRUG

John W. Meyer

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____

Miss Gandy
Miss Gandy
Miss Gandy

file

1pc CCC
10-26-52
jmc

RECORDED
EX-23
JUL 26 1947
WASHINGTON NEWS
Page 5
62-178385-A
FBI
45 AUG 6 1947
FEB 9 1972
BB

RECEIVED ORIGINAL RETURN

Hughes Rushes Work to Beat Probe

SAN PEDRO, Calif., July 26—Howard Hughes' engineers rushed tests today on his monster plywood plane in hopes that they could get it into the air before the Government starts investigating a \$20,000,000 contract to build it.

Mr. Hughes said the Government had already accepted delivery and paid for the "completed" flying boat. He said he was making further tests by choice.

(In Washington, Sen. Owen Brewster (R., Me.) said his investigating committee "will be interested in learning why the armed forces accepted planes which have not been tested and some of which have not been flown.")

Now he paid New York and Hollywood lovelies anywhere up to \$100 or \$125 for going along on parties to entertain the guests.

Asked what the girls did in the way of "entertainment" to earn much fees, Mr. Meyer testified:

"I do not know. Possibly just going to dinner and dancing."

He claimed that the girls—usually models from Conover and Walter Thornion agencies—were included in the parties because "efforts did not like to go out and eat alone, especially if they had been overseas about a year."

Mr. Meyer said he introduced El Mott and Faye in August, 1943, when young Roosevelt, then an Army colonel, flew to California to look over Mr. Hughes' new photographic plane.

He recalled it as a case of love at first sight.

"After a couple of days," Mr. Meyer said, "he had fallen very much in love with Miss Emerson."

Later that month, his expense vouchers showed \$1000 for entertaining Mr. Roosevelt in New York. Another voucher listed \$200 in "presents" for four girls. Asked why this was charged against the Hughes company, Mr. Meyer replied:

"Because it was in the line of entertaining . . . entertaining El Mott Roosevelt."

Also on the expense account was an item for \$125 worth of nylon stockings for Faye who went along on all the New York parties.

Oct. 4, 1943 bill from the Brown

by this (Calif.) Hotel, San Pedro, Roosevelt, Mr. Meyer said:

"This is after the wedding possibly. I thought it would be a wedding present."

A committee attorney mentioned that Mr. Krug was appointed chairman of the War Production Board in September, 1944. Then he asked Mr. Meyer:

"It was about that time that you started to entertain him rather heavily."

"Yes," said the publicist.

"How did that happen?"

"Possibly," Mr. Meyer responded, "because of his importance with the W.P.B."

Mr. Krug, however, took exception to several notations in the expense account.

One entry read: "Monday, Oct. 14, 1946. Entertainment for J. A. Krug, \$170."

"On Oct. 14, 1946," said Krug, "I was in Washington."

Sen. Brewster said that since his appearance at the closed session of the committee, Mr. Meyer had obtained visas for Europe and South America. He said he understood the 41-year-old publicist is now in South America and will not return in time for the public hearing.

1pccsc
10-26-52
gme

Figures Due Before Girls in Hughes Quiz

Business Data to Open
Inquiry Tomorrow

By JERRY GREENE

The sexiest show to hit the nation's capital since they hung front drapes on the naked babes at the local burlesque yesterday promised to get off to a slow start with a lot of businessmen talking facts, figures and political pressure.

The Howard Hughes \$40,000,000 wartime aircraft contract probe, which will be publicly launched by the Senate War Investigating committee tomorrow, won't get around to the babes, booze and brass stage for another seven days.

Meyers Cast As "Fall Guy"

But at the moment, all hands, who are spilling pieces about lousy whisky brews full of dames and big names in high places, seemed determined to make Patagonia Johnny Meyers the fall guy who put taxicabs on his expense account when he should have said street car.

Sen. Ferguson (R) of Michigan chairman of the subcommittee which will play ringleader for the circus, said the State department had given him assurances it would revoke Johnny's passport if he won't come home. Furthermore, Ferguson said, he would "do everything humanly possible" to bring Johnny back.

This noise fell with a dull thud since the committee had Johnny here for two days of sworn testimony early in June and let him go without a hint of a subpoena or a further request.

His Title of "Assm"

A thorough check at the State department failed to turn up anybody who had talked to or heard of the Ferguson requests—or anybody who had the authority to give the senator his "assurances."

It is possible that the department might recall Johnny's passport and maybe the government whose hospitality he is enjoying might toss him in the poker and send him back. That, however, remained only a possibility.

There was no denial anywhere, despite the anguished howls of "frame," "swindle" and other such polite terms, that Interior Secretary Angus E. Elliott, Roosevelt and bride Faye and a sundry assortment of bigger and smaller fry drank deeply from the Hughes chilled glass on oft occasions.

But there turned up a consider-
(Turn to Page 6, Col. 1)

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

① *[Signature]*
② *[Signature]*

John W. Meyer

1pc CSC
10-26-52
jmc

RECORDED
INDEXED
118
EX-42
62-7335-A
FBI
45 JUL 4 1952

50 AUG 15 1952
WASHINGTON TIMES HERALD
EDITION
DATE

FEB 9 1972
LB
RECORDED

Highes Probe

Inquiry Tomorrow

(Continued from First Page)

able amount of evidence to indicate that both the Western people and Yugoslavians are "grossly" misled since they're making too large a deal out of a small thing, based on negative events like the one which was being done at the other factory.

Blažev had received a passport and visa for Ireland, Germany, England and several others. He last time reported somewhere in South America.

Abstract

2. Ferguson made public a letter from executive counsel William F. Rogers to Keith Dutrich, vice president of the Hughes Tool Co., in which Rogers said he could stand that Meyer "is not of the country on business for the Hughes Aircraft Co."

"For reasons which you well know," Rogers wrote, "it may appear to the committee that Murray is being kept out of the country to avoid public questioning about our fair exchange program of the Stinson-Tsao Co."

When Johnny left the U S he had enough vision to visit almost any place in the world for pleasure. Excluding Russia. Russian spokesmen have said Johnny is not on vacation but is still on the payroll and is authorized to set all sorts of things on his trip.

Overriding May be Required

It appeared probable that the testimony of Elmer Bernstein and Sam Sherron, for which Patricia Jahnke has claimed special privilege would unfold on the real matter records before the hearings were done. It was obvious that a lot of brain, brawn and bag work would be going to be very red



Hughes' Aide Night-Clubbing With Starlet

John Meyer, top press agent for airplane manufacturer Howard Hughes, is shown at left. Meyer is in New York with aviation market John J. Thomas, 5th from left, before the Senate committee checking into the \$40,000,000 in new contracts awarded to Hughes.



1cc. E 50
10-26-52
J. H. C.

Elliott's Bill and Dancer Involved in Hughes Probe

This stems from the purported *Warner* account records of John W. Meyer Howard Hughes' presence, covering the bill of Elmer Research for a stay at a *Warner* Hotel hotel in 1944 and is observed in the Hughes' *Warner* Corp. At 1948 in Pamela (Paris, New York) discovery, who recently testified before the Senate committee probing Hughes' plane-landing mystery. She said Meyer gave "fantastic" parties but added she never saw Hughes there.

gaining how surgeons claim
donated \$100 gifts to pull up with
wife of brewery administration
few men during the anti-yeast era
going on while Hagen was out-
side on way across

[illegible]

SECRET CONTAINING REPORTS FOR COM
AND CONTAINING

Brooker who charged that all the "leaks" were coming from the Hollywood entertainment artists was asked how a poem could be. California obtained copies of secret submarine files and returned them to Washington.

"I am so sorry to hear that this transmittal did not reach you. Mr. Williams' is the correct name. We are pleased to hear

There were 11-12 who were
convinced by the end of the first week
that the training of women for
labour was a good thing and
that even the men- tion of it

"The fact that the king's body was so precious. With all the consideration and devotion that I found in him on January 1, I was assured that he was a Christian for every day of his life, when he was twenty years old and called him to the throne full of wisdom, calm and serene, and the very perfection of his body and mind."

THE KING OF SWEDEN - 11
On the 18th of November 1809, the king of Sweden, Gustav IV, was killed by his own subjects. He was killed by his own subjects, who were angry with him for his policy. He was killed by his own subjects, who were angry with him for his policy. He was killed by his own subjects, who were angry with him for his policy.

The
... ..
... ..
... ..
... ..
... ..
... ..
... ..
... ..
... ..

Broadway and Elsewhere

By JACK LAIT

New Angle on a Strangle—

As underworld who knew her and her associates well and long tells me that Sheila Mannering, the murdered former bit actress, was a mobsters' moll in the prohibition peak days, and that among her associates was "Bugsy" Siegel, who had not yet turned his face west at the time.

She was the sweetheart of Nathan "Nigger Nate" Raymond, a white man of swarthy complexion, who was the big winner in the fatal poker game that cost Arnold Rothstein his life. Raymond was a horse-race fixer (barred for life), a stock swindler and forger, and when last heard from was paroled out of Dannemora.

Sheila was a blackmailer and not above "putting the shake" on gangsters. She continued her unsavory associations and, my informant tells me, if Siegel was rubbed out by an executioner imported from New York, it was highly possible that she knew about it.

She may have—mind you, he didn't say she did and I don't say she did—but she may have attempted a bit of extortion with what she knew about the Siegel killing, and her finish may have been, therefore, also done on order.

The man who strangled her knew her well. They had been drinking and indulging in other trivials before he tightened his strong hands around her throat. He was no amateur, no desperate sucker. He left no fingerprints. He got in and out unwitnessed. He hasn't been apprehended.

Raymond was a notorious and conspicuous character. He was one of the numerous husbands—the third—of Claire Ray (now billing herself as Lyn Logan), international marrier, a platinum blonde who used to cart him around the Bright Belt in a canary-yellow Rolls-Royce, wearing a chinchilla coat, a 26-karat diamond on her driving band. She divorced him to take on Charles E. Carnevale, heir to \$10,000,000. She was then only 21.

Soon after they parted, he took up with Sheila, who was 33, a handsome and world-wise woman, whom he met through Siegel, who was just beginning to rise from the ranks of the bootleggers and bookmakers who infested Broadway. Sheila became the hostess at what might be called a salon of that type of society. She knew everything that went on and came off. Insiders were convinced she profited from some of the secrets she garnered.

Howard Hughes confided to party-pals that he had been approached by high Soviet agents in this country and offered \$10,000,000 to place at the disposal of Russia any plans he had for improved aircraft... He intimated the proposition was carte blanche and he could have had the sizable sum—which would pay off a lot of "entertainment"—for a few blueprints which would not conflict with any orders he had from the U. S.... But he turned it down... He added that he had lost only \$8,000,000 in 1946-47, between his air experiments and his air lines; which, he rejoiced to announce, was some \$2,000,000 less than such gimcracks had cost him the year before!

Mr. Tolson	
Mr. E. A. Tamm	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Hendon	
Mr. Pennington	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

*an office
matters
Rogers*

*File
G.I.R. 9*

DAILEY MIRROR

PAGE 6

DATE 7/28/47

RECORDED
INDEXED

62-7835-A-

28 50 30 150

EX-56

FEB 9 1972

BB

RECEIVED

John William Meyer

15-7

You don't hear much these days about Rex Tugwell, one of the court pets of the happy New Deal days. Maybe you wonder what became of him. He's doing a h., thank you.

F. D. R. appointed Tugwell Governor of our orphan dependency, Puerto Rico. The bewildered natives had never heard of him, and as far as I know, he had never heard much of them.

Among the first things he and Mrs. Tugwell did was to alter historic La Fortaleza, the Governor's mansion, to suit their esthetic whims. It is one of the oldest, perhaps the oldest, of buildings in this hemisphere. It was the official residence of Puerto Rico's first governor, one Ponce de Leon, before he came North to seek the Fountain of Youth in Florida. It has been the seat of government there ever since.

La Fortaleza is a graceful white Spanish colonial structure, set on an imposing palisade over San Juan harbor, which its ancient guns commanded.

The Tugwells, at the expense of the Insular appropriation, had rococo, modern glass quarters constructed on top of the palace, for sleeping, living and dining-rooms. The natives resented the extravagant waste of public funds, but, more so, they blazed over the desecration of the beautiful, classical lines of their architectural gem, which to Puerto Ricans is a shrine and symbol of their antiquity in known history.

(The first thing the present governor, Jesus T. Pinero, first native ever to attain the office, did was to order the eyesore removed and the building restored.)

Tugwell commandeered and maintained a fleet of costly limousines for himself, his friends and his many guests, most of whom were from the U. S. This was during the gas shortage and rationing, when most Puerto Ricans couldn't ride at all.

The cars were manned by uniformed members of the Insular Police, two to each, as chauffeurs and footmen. That force is small but proud and efficient. It is the whole enforcer of law and order on the island. I am told Tugwell drafted some 10 percent of it for palace and personal use. The governor is commander-in-chief of the body, a semi-military organization on lines of the Canadian Royal Mounted.

Shortly before Tugwell's term expired, a series of rather extraordinary coincidences occurred:

The University of Puerto Rico, a government-subsidized institution, set up a new chair—of history. History is Tugwell's specialty. By the terms of the innovation, the Professor of History was not required to spend more than three months of each year on the island. The salary was, I believe, as large as that which Tugwell enjoyed as governor.

Moreover, with the chair went a private residence on the university grounds, constructed and furnished by the government.

Mrs. Tugwell volunteered to advise and assist the university authorities in selecting the furniture, furnishings and decorations, also paid for by the government.

On the day of Tugwell's retirement as governor, it was announced that the regents had chosen Rex Tugwell as the Professor of History. And his curriculum was so set that his three-months' presence in Puerto Rico would fill in the open time left by the two-months' contract he had already closed with the University of Chicago.

Fid
age

1
J
*
2

D

J

Estm

sub

- Mr. Tolson _____
 - Mr. E. A. Tamm _____
 - Mr. Clegg _____
 - Mr. Glavin _____
 - Mr. Ladd _____
 - Mr. Nichols _____
 - Mr. Rosen ☒
 - Mr. Tracy _____
 - Mr. Carson _____
 - Mr. Egan _____
 - Mr. Gurnea _____
 - Mr. Harbo _____
 - Mr. Hendon _____
 - Mr. Pennington _____
 - Mr. Quinn Tamm _____
 - Mr. Nease _____
 - Miss Gandy _____
- ① *[Signature]*
② *[Signature]*

Opening Today, Without 'Babes': **'Patagonia Johnny' Available To Testify at Hughes Probe** Roaming Expense Expert Back in U. S. 3 Weeks Ago; Now 'in Reach' for Quiz

By FRANK MOLEMAN

Patagonia Johnny Meyer, the elusive publicity director and party manager for Howard Hughes, returned to the United States from South America about three weeks ago, but was sent out of the country again on Hughes' business, it was learned last night.

Testified, Got Passport

His exact whereabouts are still a secret, closely guarded by the Hughes organization. But it was learned that the roly-poly author of the fabulous expense accounts for wartime parties is within easy reach of the United States, and he may be produced as a witness before the Senate war investigating committee this week as the committee has demanded.

Meyer, No. 1 witness in the Senate investigation of Hughes' multi-million-dollar war plane contracts,

since he fingered Elliott Roosevelt, Paye Emerson, Secretary of Interior Krug and other notables as guests at company-bought parties with \$100 a night party girls, obtained a passport about six weeks ago, it was learned.

In Secret Session Here

This was soon after he testified before the committee here in secret session, explaining his expense accounts for lavish shindigs in top Hollywood and New York hot spots.

After obtaining the passport, he visited Buenos Aires, Rio de

(Turn to Page 7, Col. 1)

EX-23 62-78335-A
INDEXED 114 45 116 4 17

WASHINGTON TIMES HERALD
Morning EDITION
DATE: SEP 8 1941

7-28-41

FEB 11 1942
BB
REPRODUCED ORIGINAL DETAIL

'Patagonia' 'hunny' Available To Testify in Hughes Probe

(Continued from First Page)

metro and Patagonia, on an undisclosed selling job for Hughes.

Three weeks ago, however, Meyer returned to this country. It was learned. An unimpeachable source said he personally talked to Meyer on the telephone in the United States at that time.

Later inquiries revealed, however, that the \$200-a-week press agent has been shunted out of the country again by his boss, on a new job.

Last week the committee wrote Hughes demanding that Meyer be produced next Wednesday, or it would demand an explanation from the movie maker himself.

Meanwhile, Senate investigators vowed they would not be distracted by beautiful Hollywood babes in the back row of the chorus, or the clink of champagne glasses, when the hang-up investigation gets underway here at 10 a.m. today.

They promised to limit themselves to investigating Hughes' money dealings with the government, and not pry into the movie maker's other business affairs, involving his Trans World airline and its overseas routes.

May Blow off Lid

A high committee source pointed out that probes, under their grant of authority from Congress, can only dig into war contracts and money spent by the government for national defense.

While the star-studded cast was gathering back stage, top aircraft industry people, not connected with Hughes, hinted that the investigation might blow the lid off some entirely unsuspected shenanigans at WPA during the war, involving many other aircraft manufacturers.

Testimony may reveal that WPA buyers gave Henry Hughes the contract to build the huge eight-engined wooden flying boat with Hughes to keep the spectacular shipbuilder from getting into the race to produce conventional type warplanes, it was said.

Other manufacturers reportedly feared that Kaiser might have been able to get hold of most of the country's aluminum and scarce engines, because of his tremendous political popularity. As a result, it was said, many established plane makers urged WPA to give Hughes and Kaiser the wooden plane contract, to keep them from under foot at least three years.

Kaiser Stated Tomorrow

Chief committee counsel W. M. P. Rogers predicted that the opening session today will be brief and comparatively unexciting. He expected only two witnesses, Merrill Meier, former WPA aircraft official, and Grover Loening, New York plane expert, to testify.

The following day, he said, Kaiser will take the stand to discuss the \$18,000,000 flying boat contract. He later withdrew from the deal.

The technicolor feature starring Elliott Roosevelt, Paye, the party girls, Krug and Patagonia Joules, in a carnival of wartime merry-making from coast to coast, will probably begin Aug. 4. Judy Conk, aquacade swimmer, and Martha Goldthwaite, 24-year-old income

model, have been subpoenaed to appear then.

Rogers still declined to say what he found of interest in the secret papers of the late President Roosevelt which were delivered to him from Hyde Park last week.

Meanwhile, it was disclosed that Ben. Ferguson (R) of Michigan pictured Elliott Roosevelt with the power to "ram" a scout plane contract for Hughes "down somebody's throat."

But this contention had been disputed by Meyer.

Hughes previously had denied that Roosevelt helped him and Kaiser obtain the original contract for construction of the enormous flying boat.

Testimony Revealed

To this Meyer added the assertion, in testimony taken June 3 behind closed doors, that while continuation of the subsequent photo-reconnaissance (scouting) plane contract held by Hughes alone probably depended on Roosevelt's recommendation, "he couldn't force it down any throat."

Meyer testified at the closed hearing that he was friendly with Roosevelt and often entertained him as publicity chief for the Hughes Tool Co., parent organization of the Hughes enterprises.

At the closed hearing, Ferguson asked Meyer why he entertained Roosevelt.

Meyer replied: "We got a contract in which he was sent out there as chief of the mission. The contracts probably depended upon his recommendation. He recommended it, but he couldn't force it down any throat."

Ferguson: "That is what you say, Mr. Meyer, and you know different. You know he could ram it down somebody's throat."

Meyer: "No, senator."

Ferguson: "You mean to say the son of the President of the United States, under the conditions under which he was operating, could not ram this down somebody's throat?"

Meyer: "I doubt it."

Ferguson: "What did he know about an airplane?"

Meyer: "Well, it wasn't our fault that he was assigned to the mission."

Ferguson: "All right, I know that it was not."

Boy Posing as Hughes' Son Tosses a Party

CHICAGO, July 27 (UP)—A 15-year-old high school boy was discovered today, posing as the son of Howard Hughes, millionaire movie producer and airplane builder, and "treating" two classmates to a \$84 limousine ride, a champagne supper and a week end in a hotel centhouse.

Gilbert Cordes, high school sophomore, readily assumed full responsibility for the party. He said he had a wonderful time.

His father, Gilbert Cordes, a carpenter, paid the bill. It cost him nearly \$200.

Hotel officials said they would not seek formal action against the boy, but juvenile authorities said they would look into the matter.

"I only wanted to have a lot of fun and a big party," young Cordes said.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

WASH. TIMES NEWS
EDITION
DATE
7-28-47

FT

John Meyer

Hughes Quiz Starts Today₃

By United Press

WASHINGTON

Armed with sensational testimony gathered in secret sessions, a Senate War Investigating Subcommittee opens public hearings today on the business deals between millionaire plane-maker Howard Hughes and the Government.

Turning aside from wild tales of lavish glamor girl parties, it will get down to the more prosaic business of how Hughes obtained an \$18,000,000 contract to build a huge, plywood cargo plane which still awaits its first test flight.

The witnesses called to give Chapter I in this saga are Merrill C. Meigs, Hearst Corp. executive and wartime chief of the WPB's Aircraft Division, and Grover Loening, ex-WPB aircraft consultant. Industrialist Henry Kaiser, who held a brief partnership with Hughes, also will appear.

Hughes was asked some time ago by the subcommittee if Elliott Roosevelt had been of any help in getting the contract.

"I can say absolutely he was not," Hughes replied.

- Mr. Tolson
- Mr. E. A. Tamm
- Mr. Clegg
- Mr. Coffey
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Acers
- Mr. Carson
- Mr. Harbo
- Mr. Hendon
- Mr. Mumford
- Mr. Starke
- Mr. Quinn Tamm
- Mr. Nease
- Miss Gandy

G.I.R.-9

RECORDED
&
INDEXED

162-71335-A-

EX-64

110

74 JUL 30 1947

JUL 28 1947
PM DAILY
Page 3

58 AUG 6 1947

FEB 9 1972

B.B.

REMOVED ORIGINAL RETURN

REPRODUCED ORIGINAL-REIANN

Elliott Roosevelt With Hughes Official



ON VISIT TO AIRCRAFT PLANT—Brig. Gen. Elliott Roosevelt, then a colonel in the AAF, is shown talking with two officials of the Hughes Aircraft Corp. in November, 1944. C. W. Parella, plant general manager, is at Roosevelt's left, while John V. Meyer, public relations director, is at right.

HUGHES—From Page 1

Airplane Deal Hearings Open

knew about a contract granted by that so far as he knew there was the Defense Plant Corp. to Hughes no law against a man spending his and Kaiser for construction of the own money to entertain his flying boat. The contract was friends.

awarded to Kaiser-Hughes, Inc., but Kaiser dropped out of the firm in less than a year and Hughes took over.

Meigs testified that Kaiser "appeared on the scene" in the summer of 1942 and suggested that he could build "great cargo airplanes" in record time.

"Without exception," Meigs said, his WPA aircraft board and Army and Navy officials "were unanimous in their conclusions that the Kaiser boat and the things that Kaiser said he would do and could do were completely impossible—not practical in any phase."

But, he added, WPA officials finally gave Kaiser and Hughes the go ahead.

Hughes himself was asked some time ago by the subcommittee if Elliott Roosevelt had been of any help in getting the contract.

"I can say absolutely he was not," Hughes replied.

Hughes also said to Hollywood that he did not spend any more for entertainment than any other aircraft manufacturer. He said

File 672

Opening Today, Without 'Babes': 'Patagonia Johnny' Available To Testify at Hughes Probe

Roaming Expense Expert Back in U. S.
 3 Weeks Ago; Now 'in Reach' for Quiz

By FRANK MOLEMAN

Patagonia Johnny Meyer, the elusive publicity director and party manager for Howard Hughes, returned to the United States from South America about three weeks ago, but was sent out of the country again on Hughes' business, it was learned last night.

Testified, Got Passport

His exact whereabouts are still a secret, closely guarded by the Hughes organization. But it was learned that the roly-poly author of the fabulous expense accounts for wartime parties is within easy reach of the United States, and he may be produced as a witness before the Senate war investigating committee this week as the committee has demanded.

Meyer, No. 1 witness in the Senate investigation of Hughes' multi-million dollar war plane contracts,

since he fingered Elliott Roosevelt, State Department, Secretary of the Interior Krug and other notables as guests at company-bought parties with \$100 a night party girls, obtained a passport about six weeks ago, it was learned.

In Secret Session Here

This was soon after he testified before the committee here in secret session, explaining his expense accounts for lavish shindigs in top Hollywood and New York hot spots.

After obtaining the passport, he visited Buenos Aires, Rio de Ja-

(Turn to Page 7, Col. 7)

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Leonard _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

C.I.R. 9

4400000000

INDEXED

100

62-78335-A

FEB 50 1947

2X-64

58 AUG 11 1947

JUL 28 1947
 Times Herald
 Page 1

FEB 9 1972

BB

REPRODUCED ORIGINAL-RETAIR

'Patagonia Johnny' Available To Testify in Hughes Probe

(Continued from First Page)

self and Patagonia, on an undisclosed selling job for Hughes.

Three weeks ago, however, Meyer returned to this country. It was learned. An unimpeachable source said he personally talked to Meyer on the telephone in the United States at that time.

Later inquiries revealed, however, that the \$200-a-week press agent has been shunted out of the country again by his boss, on a new job.

Last week the committee wrote Hughes demanding that Meyer be produced next Wednesday, or it would demand an explanation from the movie maker himself.

Meanwhile, Senate investigators vowed they would not be distracted by beautiful Hollywood babes in the back row of the chorus, or the clink of champagne flutes, when the bang-up investigation gets underway here at 10 a.m. today.

They promised to limit themselves to investigating Hughes' money dealings with the government, and not pry into the movie maker's other business affairs, involving his Trans World airline and its overseas routes.

May Blow off Lid

A high committee source pointed out that probers, under their grant of authority from Congress, can only dig into war contracts and money spent by the government for national defense.

While the star-studded cast was gathering back stage, top aircraft industry people, not connected with Hughes, hinted that the investigation might blow the lid off some entirely unsuspected dynamiters at WPA during the war involving many other aircraft manufacturers.

Testimony may reveal that WPA bigwig gave Henry J. Kaiser his contract to build the huge eight-engineered wooden flying boat with Hughes, to keep the spectacular shipbuilder from getting into the race to produce conventional type warplanes, it was said.

Other manufacturers reportedly feared that Kaiser might have been able to get hold of most of the country's aluminum and scarce engines, because of his tremendous political popularity. As a result, it was said, many established plane makers urged WPA to give Hughes and Kaiser the wooden plane contract, to keep them from under foot at least three years.

Kaiser Stated Tomorrow

Chief committee counsel William P. Rogers predicted that the opening session today will be fast and comparatively unexciting. He expected only two witnesses, Merrill Meigs, former aircraft official, and Grover Loening, New York plane expert, to testify.

The following day, he said, Kaiser will take the stand to discuss the \$12,000,000 flying boat contract. He later withdrew from the oval.

The technical feature starring Elliott Rudwick, 25, the son of a girl, Marie, and Paul, 22, who was a member of the Hughes probe.

model have been subpoenaed to appear then.

Kaiser still declined to say what he found of interest in the secret papers of the late President Roosevelt, which were delivered to him from Hyde Park last week.

Meanwhile, it was disclosed that Sen. Ferguson (R) of Michigan pictured Elliott Roosevelt with the power to "ram" a scout plane contract for Hughes "down somebody's throat."

But this contention had been disputed by Meyer.

Hughes previously had denied that Roosevelt helped him and Kaiser obtain the original contract for construction of the enormous flying boat.

Testimony Revealed

To this Meyer added the assertion, in testimony taken June 3 behind closed doors, that while continuation of the subsequent photo-reconnaissance (scouting) plane contract held by Hughes alone probably depended on Roosevelt's recommendation, "he couldn't force it down any throat."

Meyer testified at the closed hearing that he was friendly with Roosevelt and often entertained him as publicity chief for the Hughes Tool Co., parent organization of the Hughes enterprises.

At the closed hearing, Ferguson asked Meyer why he entertained Roosevelt.

Meyer replied: "We got a contract in which he was sent out there as chief of the mission. The contracts probably depended upon his recommendation. He recommended it, but he couldn't force it down any throat."

Ferguson: "That is what you say, Mr. Meyer, and you know different. You know he could ram it down somebody's throat."

Meyer: "No, senator."

Ferguson: "You mean to say the son of the President of the United States, under the conditions under which he was operating, could not ram this down somebody's throat?"

Meyer: "I doubt it."

Ferguson: "What did he know about an airplane?"

Meyer: "Well, it wasn't our fault that he was assigned to the mission."

Ferguson: "All right, I know that it was not."

Boy Posing as Hughes' Son Tosses a Party

CHICAGO, July 27 (UP)—A 15-year-old high school boy was discovered today, posing as the son of Howard Hughes, movie mogul, promoter and airline builder, and "treating" two classmates to a \$66 limousine ride, a champagne supper and a week end in a hotel penthouse.

Glen Cordes, high school sophomore, readily assumed full responsibility for the party. He said he had a wonderful time.

His father, Gilbert Cordes, a carpenter, paid the bill. It cost him nearly \$200.

Hotel officials said they would not seek formal action against the boy, but would make sure they would look after him.

"I only wanted to have a good time and a big party," he said.

Hughes Deals To Get Public Airing Today

18-Million Contract
On Flightless Flying
Boat to Be Probed

By the United Press

Armed with sensational testimony gathered in secret sessions, a Senate War Investigating Subcommittee opens public hearings today on the business deals between Millionaire Plane-Maker Howard Hughes and the Government.

Turning aside from wild tales of lavish glamor-girl parties, it will get down to the more prosaic business of how Hughes obtained from Government bigwigs an 18-million-dollar contract to build a huge plywood cargo plane that still awaits its first test flight.

The witnesses called to give Chapter I of this saga are Merrill C. Meigs, Hearst Corp. executive and wartime chief of the War Production Board's aircraft division and Grover Loening, former WPA aircraft consultant. They will be followed by West Coast Industrialist Henry Kaiser, who held a brief partnership with Hughes, airplane builder Glenn L. Martin and War Department officials, among others.

The subcommittee gets its public testimony under way with offers of an assist from the State Department. Subcommittee Chairman Homer H. Nicholson (R., Mich.) said the department had offered to cancel the passport of John W. Meyer, publicist and party-giver for Hughes, who currently is out of the country.

It was Meyer who furnished with his expense account records, told the committee in secret session that Hughes footed the bill for elaborate parties and dinners for various officials, including Secretary of the Interior J. Edgar Hoover, Elliott Roosevelt and Gov. Charles McNary of Washington.

Meyer also has testified secretly. He told the subcommittee what he

See H. C. G. P. Page 4, Column 2.

HUGHES—From Page 1.

Airplane Deal Hearings Open

As for a contract granted by that as far as he knew there was no law against a man spending his own money to entertain his flying boat. The contract was friends.

awarded to Kaiser-Hughes, Inc., but Kaiser dropped out of the firm less than a year and Hughes took over.

Meigs testified that Kaiser "appeared on the scene" in the summer of 1942 and suggested that he could build "great cargo airplanes" in record time.

"Without exception," Meigs said, his WPA aircraft board and Army and Navy officials "were unanimous in their conclusions that the Kaiser boat and the things that Kaiser said he would do and could do were completely impossible, not practical in any phase."

But, he added, WPA officials finally gave Kaiser and Hughes the go ahead.

Hughes himself was asked some time ago by the subcommittee if Elliott Roosevelt had been of any help in getting the contract.

"I can say absolutely he was not," Hughes replied.

Hughes also said in Hollywood that he did not spend any more for entertainment than any other aircraft manufacturer. He said

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

*File
qja*

WASHINGTON POST
DATE 7-28-47

FEB 9 1972

BB

RECORDED ORIGINAL RETAIN

20

- Mr. Tolson_____
- Mr. E. A. Tamm_____
- Mr. Clegg_____
- Mr. Glavin_____
- Mr. Ladd_____
- Mr. Nichols_____
- Mr. Rosen_____
- Mr. Tracy_____
- Mr. Carson_____
- Mr. Egan_____
- Mr. Gurnea_____
- Mr. Harbo_____
- Mr. Hendon_____
- Mr. Jones_____
- Mr. Leonard_____
- Mr. Pennington_____
- Mr. Quinn Tamm_____
- Mr. Nease_____

6-11-47
1-14
2-14

Opening Today Without Paper

'Patagonia Johnny' Avail To Testify at Hughes Probe

Roaming Expense Expert Back in U. S. 3 Weeks Ago; Now 'In Reach' for Quiz

FRANK BOLEMAN

Patagonia Johnny Meyer, the elusive publicity director and party manager for Howard Hughes, returned to the United States from South America about three weeks ago, but was sent out of the country again on Hughes' business, it was learned last night.

Testified, Got Passport

His exact whereabouts are still a secret, closely guarded by the Hughes organization. But it was learned that the roly-poly author of the fabulous expense accounts for wartime parties is within easy reach of the United States, and he may be produced as a witness before the Senate war investigating committee this week as the committee has demanded.

Meyer, No. 1 witness in the Senate investigation of Hughes' multi-million-dollar war plane contracts, since he fingered Elliott Roosevelt, Faye Emerson, Secretary of the Interior Krig and other officials as guests at company-bought parties with \$100 a night party girls, obtained a passport about six weeks ago, it was learned.

In Secret Session Here

This was soon after he testified before the committee here in secret session, explaining his expense accounts for lavish shindigs in the Hollywood and New York hotels.

After obtaining the passport, he visited Buenos Aires, Rio de Janeiro and Lima.

Continued on Page 7, Col. 10

John William Meyer

Fitzgerald

282

RECORDED & INDEXED

162-78335-A-

EX-56

JUL 30 1947

Patagonia Johnny Available To Testify in Hughes Probe

(Continued from First Page)

Patagonia and Patagonia, on an undisclosed selling job for Hughes.

Three weeks ago, however, Meyer returned to this country. It was learned. An unimpeachable source said he personally talked to Meyer on the telephone in the United States at that time.

Later inquiries revealed, however, that the \$300-a-week press agent has been hunted out of the country again by his boss, on a new job.

Last week the committee wrote Hughes demanding that Meyer be produced next Wednesday, or it would demand an explanation from the movie maker himself.

Meanwhile, Senate investigators proved they would not be distracted by beautiful Hollywood babes in the back row of the boxes, or the clink of champagne glasses, when the hang-up investigation gets underway here at 10 a.m. today.

They promised to limit themselves to investigating Hughes' money dealings with the government, and not pry into the movie maker's other business affairs, involving his Trans World airline and its overseas routes.

How off Ltd

A high committee source pointed out that probers, under lack grant of authority from Congress, can only dig into war contracts and money spent by the government for national defense.

While the starstruck cast was cheering back stage, top aircraft industry people, not associated with Hughes, hinted that the investigation might blow the lid off some entirely unsuspected shenanigans at WPB during the war, involving many other aircraft manufacturers.

Testimony may reveal that WPB bigwig gave Henry J. Kaiser his contract to build the huge eight-engined wooden flying boat with Hughes, to keep the spectacular shipbuilder from getting into the race to produce conventional warplanes, it was said.

Other manufacturers reportedly feared that Kaiser might have been able to get hold of most of the country's production and some cracking, through his tremendous political clout. As a result, it was said, many established plane makers urged WPB to give Hughes and Kaiser the same plane contract, to keep them from using feet at least.

Kaiser Stated Tomorrow

Chief committee counsel William F. Rogers predicted that the opening session today will be brief and comparatively unexciting. He expected only two witnesses, Merrill McIntire, former WPB aircraft officer, and Owen Ferguson, New York plane expert, to testify.

The following day, he said, Kaiser will come forward to dispute the \$1,000,000 flying boat contract. He may withdraw from the hearing.

The hearing will feature star witnesses, including the former WPB aircraft officer, Merrill McIntire, and Owen Ferguson, New York plane expert, to testify.

Today, there was no prospect of a hearing.

Rogers still declined to say what he found of interest in the secret papers of the late President Roosevelt which were delivered to him from Hyde Park last week.

Meanwhile, it was disclosed that Sen. Ferguson (R) of Michigan pictured Elliott Roosevelt with the power to "run" a scout plane contract for Hughes "down somebody's throat."

But this contention had been disputed by Meyer.

Hughes previously had denied that Roosevelt helped him and Kaiser obtain the original contract for construction of the enormous flying boat.

Testimony Revealed

To this Meyer added the assertion, in testimony taken June 3 behind closed doors, that while continuation of the subsequent photo-reconnaissance (scouting) plane contract held by Hughes was probably dependent on Roosevelt's recommendation, "he couldn't force it down any throat."

Meyer testified at the closed hearing that he was friendly with Roosevelt and often entertained him as publicity chief for the United Fruit Co., parent organization of the Hughes operation. At the closed hearing, Ferguson asked Meyer why he entertained Roosevelt.

Meyer replied: "We got a contract in which he was sent out here as chief of the mission. The contracts probably depended upon a recommendation. He recommended it, but he couldn't force it down any throat."

Ferguson: "That is what you say, Mr. Meyer, and you know different. You know he could run it down somebody's throat."

Meyer: "No, senator."

Ferguson: "You mean to say he was of the President of the United States, under the conditions under which he was appointed, could not run this down somebody's throat?"

Meyer: "I don't know."

Ferguson: "What did he know about an airplane?"

Meyer: "Well, it wasn't our fault that he was assigned to the mission."

Ferguson: "You mean, if Meyer had not been assigned to the mission, the contract would have gone to Hughes?"

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Seems Like a Reissue

By Fred Othman



John Willard Meyer

WHEN I left Hollywood I thought I was all thru writing pieces about blonds admiring the moon thru the portholes of Errol Flynn's yacht. And about beautiful red-heads studying Shakespeare under tutelage of Charlie Chaplin.

Now it's brunets with curves more pronounced than that of the fuselage of Howard Hughes' 800-passenger airplane, skimming thru the water (the lovelies, not the plane) in flesh-colored bathing suits for the edification of Govern-

ment dignitaries. Only difference in today's story about the Senate's inquiry into the \$30,000,000 plus that Hughes got from the Government to build airplanes and the trials I used to cover is that the scene is Washington instead of Hollywood. Even so a fellow has to look sharp to realize he's in the Senate Caucus Room and not in Los Angeles' skyscraper courthouse.

THERE'S the sworn evidence of champagne parties in a mansion on Doheny Drive in the hills high above Hollywood, the \$125 fees to gals for going to dinner with hot-shots, the tere-a-tetes in plush-lined restaurants.

One of these is Romanoff's in Beverly Hills, operated by the phony Russian nobleman, Prince Mike (nee Harry Gerguson) Romanoff. And many an item I had to write about the mustachioed Mike. One member of the cast of characters, even, I remember from the trial of Errol Flynn: His old pal, Johnny Meyer.

When I knew Johnny he was a portly young man with thinning hair, who had his desk in the Warner Brothers publicity department. Johnny knew everybody in Hollywood. He never seemed to function

as a press agent, except on studio junkets for movie premieres. That was when Johnny shone. He herded the accompanying starlets. Saw that they had their pictures taken with the dignitaries. Stuff like that.

Johnny was a character witness for Flynn at the latter's trial on charges of monkey-business with an 18-year-old girl aboard his boat. (Flynn was acquitted.) After I left Hollywood for what I thought would be a more dignified job in Washington, Johnny moved over to Howard Hughes' movie company in a similar capacity.

Now it turns out that Johnny came here a while back to give secret testimony to the Senate War Investigating Committee about the entertainments he provided for such people as Elliott Roosevelt; Faye Emerson, the Warner Brothers' actress who became Elliott's wife; Gov. M. W. Wallgren of Washington, and C. C. Krug, Secretary of Interior.

HAVING turned his fabulous expense accounts over to Sens. Owen Brewster, Homer Ferguson & Co., Johnny found urgent business about as far elsewhere as he could get. He reportedly went to South America and last was in Patagonia, the southernmost tip of the continent.

Krug claims he never ate \$100 dinners with Johnny; that the latter is a master of the swindle-sheet. Gov. Wallgren laughs off the parties. Young Roosevelt hasn't said anything yet. Hughes says he has a right to entertain his friends.

And that brings us to Miss Peggy Cook, whose bathing suit portraits lately have been sizzling the newspapers. I seem to have met her somewhere in my doleful past, but I can't quite place her. By the time the senators have learned how come the Government handed the millions to Hughes, I imagine my memory will have been well refreshed.

RECORDED

INDEXED

115

62-74325A-

53 JUL 30 1947

WASHINGTON NEWS

Date 7-28-47

62-78335-
Case Closed!

File

FEB 8 1972

BB

RECEIVED ORIGINAL 45-100

60 AUG 10 1947

Hints F.D.R.'s Son Rammed Through Hughes Contract

By JACK BELL

WASHINGTON, July 27 (AP).—Sen. Ferguson (R-Mich.), delving into wartime activities of Howard Hughes and Elliott Roosevelt, pictured the late President's son as having power to "ram" a scout-plane contract for Hughes "down somebody's throat," it was disclosed today.

But this contention of the Senator, who heads a war investigating subcommittee, was disputed by a witness, John Meyer, a publicity man employed by Hughes.

Hughes, Hollywood millionaire, has denied Roosevelt helped him and Henry J. Kaiser obtain the original contract for construction of an enormous cargo flying boat.

To this Meyer added, in closed testimony, June 8, that while continuation of the subsequent photo-reconnaissance plane contract held by Hughes alone probably depended on Roosevelt's recommendation, "he couldn't force it down any throats."

The testimony, made available by a committee member, was taken preliminary to the opening tomorrow of public hearings by Ferguson's group on the Hughes-Kaiser contract for the cargo plane.

The subcommittee also wants Meyer as a witness and has enlisted the aid of the State Department. Meyer is reported out of the country.

Meyer testified at the closed hearing that he was friendly with Roosevelt and often entertained him as publicity chief for



Sen. Ferguson
Charges Elliott Roosevelt's power
to influence plane contracts.
(Mirror Photo)



Elliott Roosevelt
Hughes claims he exerted pressure
to obtain aircraft awards.

the Hughes Tool Co., parent organization of the Hughes' enterprises.

Roosevelt, a photo-reconnaissance colonel during the war, headed a group of War Department officials who inspected Hughes' photo-reconnaissance plane at its California factory.

At the closed hearing, Ferguson asked Meyer why he entertained Roosevelt.

Meyer replied: "We got a

Continued on Page 8

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

G. I. N. 9

1/1/47

RECORDED
&
INDEXED
EX-5789

162-7835-A-
F 13 1
74 JUL 30 1947

60 AUG 14 1947

JUL 28 1947

New York Daily Mirror
Page 2

FEB 9 1972

BB

REPRODUCED ORIGINAL RETURN

Links Roosevelt's Son With Hughes

Continued from Page 2

contract in which he was sent out as chief of the mission. The contract probably depended on his recommendation. He recommended it, but he couldn't force it down any throat."

Ferguson: "That is what you say, Mr. Meyer, and you know different. You know he could ram it down somebody's throat."

Meyer: "No, Senator."

Ferguson: "You mean to say the son of the President, in the conditions under which he was operating, could not ram this down somebody's throat?"

Meyer: "I doubt it."

Ferguson: "What did he know about an airplane?"

Meyer: "Well, it wasn't our fault that he was assigned to the mission."

Ferguson: "All right, I know it was not."

See Wallgren's Hand In Hughes Airline

Left-wing, New Dealish Gov. Mon. C. Wallgren, of Washington, was instrumental in helping Howard Hughes expand his TWA airlines into a globe-circling system, the Mirror has learned from a reliable source.

This may account for the constant reappearance of the name of the fun-loving governor in John W. Meyer's astronomical expense accounts.

Ever since Hughes flew around the world, it had been his ambition to establish a commercial earth-gridling line. Opposition of competitors held his TWA at Calcutta, instead of its being permitted to hop the Pacific and join up with the domestic terminus in San Francisco.

Meanwhile, Northwest Airlines, in which Seattle interests close to Gov. Wallgren were involved, suddenly grew from a regional carrier to a transcontinental line, and was then awarded the North Pacific route to Tokyo and India, via Anchorage, Alaska.

Last year, the Mirror revealed that Hughes, through a complicated option agreement with Northwest, virtually controls it, and that the two will shortly form an integrated around-the-world route.

Before running for governor of Washington, Wallgren was a New Deal U. S. Senator. He served on Truman's War Investigating Committee and is regarded as the President's closest friend in public life.

*File
age*

BROADWAY By DANTON WALKER

Manhattan Memoranda 20

THE Club Vogue in Buenos Aires could at last furnish a forwarding address for Johnny Meyer. Howard Hughes' missing aide... ~~Two days ago Meyer was reported in a New York night spot with one of the characters prominent in the Buenos Aires case.~~

On advice from their studio heads, Hollywood stars' names have cropped out in l'affaire Hughes are holding private meetings with their lawyers before being interviewed by the press...



Movie stars and starlets departing for European and South American vacations during the next month will be quizzed to learn if they have information useful to senatorial investigating committees... One top male movie actor who had passage for England won't be allowed to ship out of New York, not because he was involved in the Hughes or Level cases but because the local cops still hold a morals rap against him and he was warned to stay out of this town.

John W. Meyer

- Mr. E. A. Tamm
- Mr. Clegg
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Carson
- Mr. Egan
- Mr. Gurnea
- Mr. Harbo
- Mr. Hendon
- Mr. Jones
- Mr. Leonard
- Mr. Pennington
- Mr. Quinn Tamm
- Mr. Nease

John W. Meyer

Miss Gandy
Hughes

RECORDED

INDEXED

62-177335-A

FBI

45 AUG 4 1947

JUL 29 1947

EX. 30

53 AUG 15 1947

Times Herald
Page 2

1947

BB

RECORDED

Henry Kaiser challenged Senate investigators today to unmask the powerful "forces" who gave the "clever, mysterious kiss-off" to his wartime plan to lick the U-boat menace with an armada of wooden flying boats.

In a vigorous defense of the mass production project which he planned with millionaire Howard Hughes, the portly West Coast industrialist indicated his belief that old line aircraft manufacturers torpedoed it to safeguard their hold on the aviation industry.

Mr. Kaiser told a Senate War Investigating sub-committee the cards were so "stacked" and the opposition reached so high that "word came to me on the night of Aug. 2 (1942), certain Army generals were going to run me out of town."

The bald and bespectacled production "miracle man" testified at the sub-committee's second day of open hearings into the multi-million dollar Government contracts awarded to him and Mr. Hughes for war planes that have never been delivered.

Mr. Kaiser rejected charges he high pressured former WPB Chief Donald M. Nelson into an \$18,000,000 experimental cargo plane contract and then pulled out to leave Mr. Hughes "holding the bag."

He said the Government had stipulated Mr. Hughes was to have the responsibility for engineering and construction.

He defended Mr. Hughes as a brilliant engineer who agreed to do the research and development job for the Kaiser flying boats out of "unselfish devotion to the cause of aviation."

"I know of no other man in this nation who would contribute \$7,000,000 of his own funds to finish a plane engineering job which he undertook in the face of a Government cancellation," he said.

Mr. Kaiser told the sub-committee:

- He never attended any of the lavish parties which Mr. Hughes, with the aid of beautiful, \$125 a night feminine "entertainers," reportedly threw for such prominent persons as Interior Secretary I. A. Knag and Elliott Roosevelt.

- "I do not recall ever having met Elliott Roosevelt and I have never had any business relations with him."

- That Mr. Hughes was highly endorsed as an aircraft engineer by Jesse H. Jones, then RFC head.

- That a vigorous investigation would show that the same forces who scuttled his cargo plane project are still at work and have "left us with a weak air force."

Sen. Claude Pepper (D., Fla.),

member of the investigating group, said testimony thus far had convinced him that neither the late President Roosevelt nor Elliott had a role in award of the flying boat contract.

Mr. Kaiser devoted most of his statement to the developments that led up to his scheme for the eight-engined wooden flying boats.

In the summer of 1942 he suggested two solutions to the U-boat menace: A great mass-produced, air cargo fleet to fly over the wolf packs and a fleet of 100 aircraft carriers to destroy the submarines. Despite initial skepticism by the Navy, he said, the second project proved successful with the aid of Kaiser shipyards.

But as to the cargo planes, he said, "Kaiser was stopped on that."

"The mass production cargo plane program did get a clever, mysterious kiss-off," he told the sub-committee. "Can't you find out why?"

Mr. Kaiser said that altho the public was much taken with the cargo plane project, "much opposition developed in official circles." It was here, he said, that he heard certain generals were after his scalp.

He then produced a memo from WPB Boss Nelson to President Truman, then a senator. In it, Nelson said that "the military had not... evidenced an adequate understanding of the great potential needs of the cargo plane."

Mr. Kaiser said Mr. Nelson sent Grover Loening, WPB aircraft consultant, to San Francisco where he outlined his plans for the wooden cargo planes. He said Mr. Loening appeared enthusiastic and remarked that regular aeronautic engineers had too orthodox views to deal with the new venture.

(Mr. Loening testified yesterday he felt the project was foolish and Mr. Nelson was primarily responsible for approving it, even in limited form.)

Mr. Kaiser said "something very strange took place" between Mr. Loening's San Francisco visit and a secret meeting of a special WPB aircraft industry committee held in the office of Donald Douglas, aircraft manufacturer, and centered his testimony on a belief the conference in Douglas' office killed off his project. Mr. Loening testified yesterday the meeting merely attempted to clarify a Washington directive as to whether the committee merely was to advise Mr. Kaiser, or had instructions to develop plans

for planes which Mr. Kaiser would build.

Kaiser was called to the witness chair after Mr. Loening and Merrill C. Meigs, erstwhile dollars-a-year head of the WPB aircraft division, maintained Mr. Kaiser virtually bludgeoned Mr. Nelson into giving him the contract thru a big publicity build-up.

Mr. Loening and Mr. Meigs said Mr. Kaiser came to Washington in 1942 with "fantastic" plans for building great cargo airships, and got them approved over the objections of such uneasy aircraft experts as themselves.

Mr. Meigs put it this way: Mr. Kaiser's scheme was "impossible," but his high-pressure salesmanship was that of a "Diamond Jim Brady" or "a Billy Sunday."

CULVER CITY, Calif., July 29—Howard Hughes predicted bitterly today the only result of a Senate investigation of his airplane contracts would be to ruin a reputation he spent years and "risked my life" to build.

The millionaire manufacturer and movie producer said it would uncover no graft in his contracts and no flaws in his airplanes.

One plane, the XF-11, is the best in the world, he said.

Mr. Hughes nearly killed himself last July when he crashed while testing the plane. The crash was caused by a faulty propeller.

He said the monster plywood flying boat he built for the Government was "purely a research project," but "will do what it was designed to do, and the Government knew what it was designed to do when it ordered it."

"I was told to build it and I built it," he said.

The Government got its \$18,000,000 worth, but he lost money, he added, \$14,000,000 to be exact.

"My contract called for a completed airplane at Culver City," he said. "I moved it to the beach at my own expense, and all the work now being done is at my own expense."

The eight-engined plane is undergoing tests before its first flight.

He added he had documentary evidence Sen. Owen Brewster (R., Me.), chairman of the investigating committee, requested a \$1000 free ride with him.

"He has never paid for it and certainly never had any intention of paying for it," he said.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

8-10
1/16

HIS FAN MAIL

—By TALBOK

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Leonard _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____



WASHINGTON NEWS
 DATE _____

Adm. Leahy Approved Flying Boat Contract, Kaiser Tells Senators

Industrialist Says Nelson Took Him To White House For Talk With Aide

By Mary Spargo

Henry J. Kaiser testified yesterday that the Government gave its first approval to the Kaiser-Hughes flying boat proposal six days after Admiral William D. Leahy of the Joint Chiefs of Staff gave it the green light.

Kaiser told the Senate War Investigating Committee that Donald Nelson, then War Production Board chief, took him and Chad F. Calhoun, a Kaiser executive, to the White House on September 11, 1942, to see Leahy.

At the time, Leahy was chief of staff to the Commander in Chief, as he is now, and a member of the Joint Chiefs of Staff.

May Call Leahy

Subcommittee Chairman Homer Ferguson (R., Mich.) said the committee is considering calling Admiral Leahy as a witness in its inquiry into the 18 million dollars the Government invested in the 200-ton flying boat which has never yet been in the air.

The West Coast industrialist said the first letter of intent was dated September 17, 1942. It called for two of the plywood duramold ship and a third for static tests.

The reference to Leahy was the nearest the committee has so far been able to get to rumored "White House" influence in awarding of the contract. The military services and technical experts of the War Production Board had all opposed expenditure of funds and materials in the project.

Mentions Feud

"I never did get clear in my mind why Nelson asked us to go to see Leahy," Kaiser declared.

He told the committee he had assumed that Nelson was seeking White House support because of a then-current feud between the Army and the War Production Board, in view of the fact that the Army had turned thumbs down on the project.

Nelson did all the talking in the 15-minute interview, Kaiser testified.

"Admiral Leahy did not have an objection to the plan and said he was definitely for it if it would not interfere with offensive military operations," Kaiser told the committee.

"Mr. Nelson stated that it would not, and assured the Admiral several times that he personally would assume full responsibility for the program as outlined."

As the group left the White House, Calhoun's memorandum stated, Nelson said he would take immediate steps to finance the program either through Jesse Jones, then head of the Reconstruction Finance Corporation, or through the Maritime Commission.

Kaiser said he expressed his preference that the contract be handled through the Maritime Commission because he was already doing business with that agency on air carriers.

Navy Overruled

The bald, portly industrialist, sweating under the huge bright lights set up by movie cameramen, told the committee he sought help wherever he could to put across the idea of the flying cargo ships to avert the submarine menace.

"At the time, I'll remind you," he told the committee, "we were losing the war because ships were being sunk by the submarine packs."

Kaiser said he remembered that he had prepared a note for the late President Roosevelt on the subject of the flying boats and asked the late Marvin McIntyre to place it before the Chief Executive.

"But they told me that it was hopeless so the note was never sent," Kaiser declared.

Earlier he had disclosed that he had obtained a wartime order for 50 baby flat tops by sending a note

See HUGHES, Page 2, Column 2.

Mr. Tolson	✓
Mr. E. A. Tamm	✓
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	✓
Mr. Rosen	✓
Mr. Tracy	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Mohr	
Mr. Pennington	✓
Mr. Quinn Tamm	
Mr. Nease	
Miss Gandy	

Hughes

File

EX-30 62-773354
FBI
JUL 30 1947

JUL 30 1947
WASHINGTON POST
Page 1

FEB 9 1972
BB
REPRODUCED ORIGINAL DETAIL

JOHN W. MEYER

Leahy Helped, Kaiser Says

In President Roosevelt after the Navy had turned thumbs down on the project. A Navy Board had rejected the idea, 16 to 8.

But later, after Kaiser began rolling off one carrier a week, he said, the Navy reversed its own position and began "to put the heat of hell on me" to get the carriers.

Ferguson asked him if Interior Secretary Julius Krug's statement

Admiral Leahy's Braid Impressed Calhoun

A novel description of Fleet Admiral William D. Leahy, Chief of Staff to the Commander in Chief and a member of the Joint Chiefs of Staff, was given yesterday by Chad F. Calhoun, an executive in the Kaiser organization.

Speaking of a White House meeting between Henry Kaiser and Admiral Leahy, Calhoun said:

"We assumed he was of military importance because he was all dressed up in uniform."

that Kaiser had "put the heat of hell" on everyone in Washington to get over the cargo plane idea was a fair description.

"I approve those words," said Kaiser. "That's right. And the war was putting the heat of hell on all of us."

It was Nelson, Kaiser said, who decided that the contract with the Kaiser-Hughes corporation was to be handled by Jesse Jones for the Defense Plants Corporation.

And it was Jones, he declared, who made the decision that Howard Hughes was to handle all the engineering and production of the planes as soon as the contract was signed.

"Is this a fair statement then," Ferguson queried, "your part was the getting of the contract for three flying boats or cargo ships?"

Kaiser replied, "My part was the idea—the conception of it."

Jones had more faith in Hughes as an airplane builder, Kaiser said, than he did in Kaiser.

Hughes Called Reliable

The former RFC chief said of Hughes, Kaiser testified:

"You are safe in proceeding with Howard Hughes. I have known him since he was a boy—and I know his able father before him—and I know of no more capable and reliable man than Howard Hughes."

Jones told Kaiser he was "to let Hughes alone," the valuable builder testified.

"Jones' position with me was always 'for God's sake stick to what you are doing,'" Kaiser beamed. "He didn't want me to take on any thing more."

about this time both Admirals Leahy and Land of the Maritime Commission "of Jones wanted to handle the cargo contracts."

At the time he commented: "It is most amusing now (after so many rejections) to see two strong Government agencies fighting for the privilege of building the cargo ships."

Kaiser related to the committee how he called Jones, when he learned Land also was interested in the project, and said:

"You are two good friends of mine, and I am glad to have you interested, but I don't want to get caught in a cross-fire here."

During his testimony, Kaiser made public for the first time the reason why the joint venture in which he and Hughes were engaged was canceled and the flying boat contract taken over by Hughes alone.

From the moment the contract had been signed in 1942 all the responsibility had been on Hughes' shoulders anyway, Kaiser declared.

"Hughes came to me in March, 1944, and he said the Government was going to cancel the contract. He said 'I believe this research will be forever valuable. I know that if the Government cancels this, you don't want to finish the plane, but I do.'"

"He told me," Kaiser added, "that if he could make some arrangement with Jesse Jones he would finish the plane at his own expense."

Kaiser added that few men in the United States would step in and finish a job spending seven million dollars of their own money on a project that would belong in the end to the Government.

Ferguson asked Kaiser how he knew Hughes had spent seven million dollars of his own money. Bet Goes Unchallenged

"I have no direct evidence," Kaiser replied. "Howard told me he did, and since he said so I believe it."

"In fact, I bet \$100,000 right now that he did," the shipbuilder challenged.

There were no takers.

Kaiser explained that the Kaiser-Hughes Corp. was a nonprofit venture. Under the terms of the contract no subsidiary of either Kaiser or Hughes could make any profit by subcontracting.

Kaiser said he was disappointed when the contract was for three flying boats instead of for a mass-production job.

One reason for the delay in Hughes' production — "And the Army will have to tell you about it, Senator" — was the fact that "the War Department simply would not furnish what we call GFM—Government Furnished Materials."

The War Department delayed in furnishing engines for the planes, Kaiser said.

He added that Hughes also was a very precise, thorough and accurate researcher and designer, who took his time to be sure he was right at every step.

to his prepared statement. Kaiser angrily charged that the cargo plane program was "not with a clever, mysterious off."

Under questioning, he charged that some of the large aviation companies had ganged up to stop mass production of any giant planes.

He mentioned William L. Batt, former WPB chief, and Merrill Meigs, Hearst executive who was a 31-year man in WPB during the war, as being stumbling blocks within the Government. He charged Meigs with "protecting" established plane manufacturers from Kaiser's invasion of their field.

Kaiser insisted that Grover Loening, aviation expert employed during the war by WPB, had given him "the double cross" by first seeming for the program and then turning around and opposing it.

Rushed to the stand after Kaiser left, Loening angrily denied the "double cross" and said:

"Mr. Kaiser's use of the term double cross struck me because the double cross appears to have been by Mr. Kaiser on the American people."

Loening said he referred to the fact that Kaiser tried to sell the program to the Government on the basis of using existing shipyards but that when Loening made a first-hand inspection he found the Kaiser organization had already picked the site for a new plant.

Major Gen. Edward M. Powers, assistant chief of the Army Air Forces staff supply and maintenance division, declared that the AAF urged cancellation of the contract in 1945 to "avoid squandering funds."

Senator Claude Pepper (D., Fla.) disconcerted the witness with a series of rapid-fire questions supplied by Tom Stack, attorney for Hughes.

He asked if cancellation of the B-32 model plane contract with Consolidated by the Army Air Forces hadn't resulted in a loss to the Government of a hundred million dollars.

Powers said he did not know the sum, but it was more than 18 million dollars.

F.D. Balked Giant Plane Idea After Navy's 'No,' Says Kaiser

Tells Probers Leahy
Also Joined Approval

By JERRY GREENE
and FRANK ROLEMAN

In a hot jam session packed with charges, countercharges and snatches of Tennyson's poetry, Henry J. Kaiser yesterday revealed that the White House put a heavy okay on his war-born ideas to build giant cargo planes and a fleet of little escort aircraft carriers.

Kaiser fingered Fleet Adm. Leahy, chief of staff to the President, as the man who in 1942 liked the idea of the skies full of great cargo planes. A letter Kaiser wrote to "the chief" (P.D.R.) at the suggestion of the late Marvin McIntyre, Presidential press secretary, about the jeep carriers, after a Navy board had turned the plan down, was supposed to have brought about quick approval of the carrier deal.

Kaiser Rules Hearing

It took the Senate war investigating subcommittee, headed by Sen. Ferguson (R) of Michigan, nearly four hours of squirming, bawling, posing for photos and arguing to get around to the subject of the inquiry. This, presumably, is whether or not the government got a fair break in awarding Kaiser and Howard Hughes \$40,000,000 worth of experimental airplane contracts.

This was on the subject of the pro-bid Kaiser took charge of the proceedings, reviled for his chance to quote Tennyson, had to deny that he was the author of the bit of verse and finally tossed in his socks, demanding that the Senators find the mysterious gremlins who out-pressured him in Washington.

Leahy May Be Called

Ferguson said after the session his subcommittee may summon Leahy and Gen. Arnold, wartime Army air forces commander, for questioning.

Kaiser had the senators all mixed up, talking one moment about his flying boat, then about his jeep aircraft carriers, then about a deal he was working on to build some of the Mars flying boats designed by Glenn Martin of Baltimore.

The roaring, howling talkathon failed to mention the sixty-six singles, wherein the committee has expressed a desire to study lush drink and dame expense accounts run up for the comfort of Washington hotshots. But more of this

(Turn to Page 4, Col. 1)

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

0 *[Signature]*
C *[Signature]*

John W. Meyer

RECORDED 62-78335-A
INDEXED
45 MAR 6 V

RECEIVED

HERALD

3-30-42

FEB 9 1942
BB

REMOVED ORIGINAL-REMAIN

Morning
58 SEP 9 1947

WASHINGTON TIMES
EDITION
DATE

Kaiser Says Plea To Roosevelt Won 100-Ship Contract

By BOB CONSIDINE

WASHINGTON, July 29 (INS).—Henry J. Kaiser testified today that an appeal to President Roosevelt in 1942 got him a contract to build 100 baby aircraft carriers after 16 admirals had turned him down. The big, bald industrialist later contradicted himself and told the Senate subcommittee investigating the Kaiser-Hughes plane contracts that the appeal was to build cargo planes instead.

Later Chad Calhoun, vice-president of the Kaiser company, sought to clear up the confusion by explaining to newsmen that his boss was right the first time.

Calhoun, who subsequently took the witness stand, said Adm. William D. Leahy, then Chief of Staff to Roosevelt and now to President Truman, personally approved Kaiser plan to build three giant flying boats.

Sen. Ferguson (R., Mich.), said at his subcommittee may summon Adm. William D. Leahy and Gen. H. H. Arnold, wartime Army Air Forces commander, for questioning.

He said Donald M. Nelson, wartime chairman of the War Production Board, took him and Kaiser to the White House to see Leahy Sept. 10, 1942. With Kaiser sitting at his side and nodding as Calhoun said:

"Mr. Nelson asked his (Leahy's) advice. Leahy stated he had no objection to the plan as outlined and that he was definitely for the idea."

Contract Followed

Calhoun said the White House conference occurred before the WPB issued a letter of intent, amounting to a contract, for construction of the three flying boats. The first of these, the \$18,000,000 "Hercules," world's largest plane, remains unknown to this time.

Kaiser said the "jeep" carrier contract was later cut to 50 after the Navy had squawked that it wanted destroyers instead. He said the first of the baby flat-tops was launched in eight months and that afterward production stepped up to six per month.

The subcommittee is also investigating a \$2,000,000 contract given to Hughes to build a photo-reconnaissance plane.

Kaiser was the first witness the subcommittee opened the day of hearings. He immediately got into a row with the senators and accused them of a "smear campaign."

He wanted to read a prepared statement, but Chairman Ferguson (R., Mich.) would not let him. This brought a protest from Sen. Pepper (D., Fla.).

The statement was made public anyway. In it, Kaiser urged the Senators to investigate the "clever, mysterious influence" which blocked his plan to build 5000 wooden flying boats to live

Hitler's submarine menace. He accused the aviation industry and WPB officials of "scuttling" the plan.

Kaiser estimated the interview with Leahy lasted about 15 minutes and said Nelson did the talking. He added:

"It was never clear to me why Nelson said we should go to see Leahy. I assume there was some sort of a feud going on."

Ferguson interposed: "And you wanted White House support?"

Calhoun replied: "We assumed Leahy had military significance. He was all dressed up in uniform."

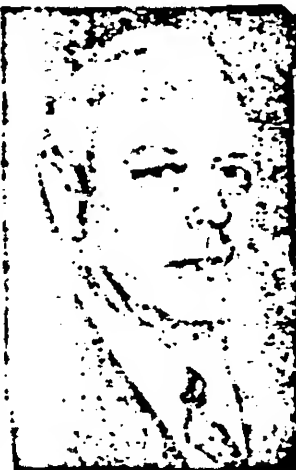
Ferguson asked Kaiser if army Corcoran, White House adviser of early New Deal days, represented him in the cargo plane deal.

"No," Kaiser replied. "At any time," Ferguson pressed.

"At one time I was for bid for on some contract. They threw out the bid. The next time someone found out what our bid was and got the bid."

Ferguson: "You employed Corcoran."

SAYS MEYER ON WAY



(Times Staff) BOULDER, Colo. — John W. Meyer, executive vice-president of Hughes Tool Co., announced yesterday John Meyer will testify tomorrow.

"Yes," Kaiser continued, "and he utterly failed. The bill he presented was totally unsatisfactory."

"You mean it was too large?" Ferguson asked.

"Yes—and it was never paid."

Went to McIntyre

Kaiser told of going to the White House in 1942 and talking to Marvin McIntyre, secretary to Roosevelt, about his plan to build baby aircraft carriers. He quoted McIntyre:

"Why don't you write a letter of about four paragraphs, not more than one page, and I'll lay it on the Chief's desk."

Kaiser said McIntyre did this for him and shortly after he received a call from Adm. S. Land, Maritime Commission chairman, who demanded:

"What the hell are you doing?"

Kaiser said Land called him in

Continued on Page 3

John W. Meyer

RECORDED & INDEXED

75335-A

45 ME 4 21

FEB 9 1972

REMOVED ORIGINAL FILED

JUL 30 1947

New York Daily Mirror

Page 3

Plea to F. D. Got Kaiser Contract

Continued from Page 3

his office the next day and eventually turned over to him his Vancouver shipyard for construction of the carriers.

When the 100-carrier order came through, Kaiser said, "all hell broke loose." He added:

"The Navy wanted me to build destroyers. I told them I couldn't and refused the order. The whole Navy moved into the White House and said, 'you can't do this.'"

"When the cargo plane came up, my recollection is that I went to Mac again, but I didn't receive favorable consideration."

Kaiser said he prepared a note for Roosevelt on the cargo plane program, but "didn't leave it."

"I got the impression from Mac that it was kind of hopeless," Kaiser said. "He didn't think the President would take an interest in it."

Contradicts Himself

Later Kaiser contradicted himself and said he left a note with McIntyre on the cargo plane program, but not on the carriers.

Later, however, Calhoun told newsmen:

"Mr. Kaiser was a little confused. What happened was that a memorandum on the carriers was sent to President Roosevelt through McIntyre and we got an order for 100."

"Some time afterward, Kaiser went to McIntyre with a memorandum on cargo-carrying flying boats, but McIntyre said he saw no use in sending it along to the President, so Kaiser didn't leave the memo at the White House."

Kaiser charged that Grover Loening, aircraft adviser to the WPB, "double-crossed" him by first approving his cargo plane idea, then opposing it.

Ferguson asked Kaiser whether Howard Hughes took an active part in obtaining the contract for the giant flying boat or "was he really silent most of the time." Kaiser answered:

"He is silent most of the time. As a matter of fact, it was only recently that he was provoked. I don't remember that he took any part in obtaining the contract."

Names Names

Ferguson interrupted when the shipbuilder read his prepared statement and that "certain Army men were going to run me down." The Senator asked for names. Kaiser replied:

"I was told it was Gen. Somervell (chief of Army Service Forces), so I made an appointment with him."

Ferguson: "Did he do it?"

Kaiser: "No, but we had quite a time. He later used me to advantage."

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

07687

171
JUL 30 1947

New York Daily Mirror

Page _____

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Leonard _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

'Come Josephine ...'

By Fred Othman



THE longer I listened to the evidence about Howard Hughes' mighty flying boat—and to the finest job of carpentry since Noah's Ark—the more I thought about that celebrated ditty of the gay 90's: "Come Josephine in my Flying Machine."

The senatorial investigators tried to stick to the \$18,000,000 the Government spent for a wooden plane with wings as long as a football field. And the witnesses kept mentioning the Hollywood beauties who seem destined to become an integral part of the story about the biggest flying machine ever built.

There was, for instance, a toothy little man, gray of hair, precise of manner, and clad in a suit of widely spaced checks and shoes with rubber soles nearly an inch thick. He identified himself as Grover Loening, the pioneer aviator, assistant to Orville Wright, inventor, plane designer, and wartime consultant to the War Production Board.

"I AM the oldest (he's 58) active pilot in America," he said. "In the world, I guess."

He told how he urged the Government to steer clear of the visions dreamed up by Henry Kaiser of ocean-going freighters with wings on 'em to foil the German subs.

Loening told how he went West to inspect Kaiser's plans, which consisted of artists' drawings of the ships winging hundreds of tons of freight across the Atlantic. He told how he met Howard Hughes, the

sometimes movie magpie, tool builder and airplane designer, who became Kaiser's partner.

The intensely serious Loening then read from a prepared statement about his own assortment of Hollywood Josephines who rode with him in his flying machine.

He said he didn't need to accept the hospitality of Johnny Meyer, the fabulous press agent of the fabulously rich Hughes, who will tell Thursday about the lovelies he hired to entertain the bigwigs from Washington. None of these curvaceous cuties entertained Loening.

"I have my own girl friends in Hollywood," he read. "With them I passed those necessary relaxing moments that any normal man should do to keep a good sane balance in his health and work."

... Mr. Meyer did offer to entertain me. I did not accept, but I was not surprised or shocked at his offer."

LOENING said that after the contract was made against his advice and \$3,000,000 had been spent on aerial carpentry, he urged that it be canceled before the Government wasted any more money. Again he was ignored.

"Well, do you think the plane ever will fly?" asked Sen. Homer Ferguson of Michigan, heading the investigating sub-committee.

"Yes, I think so," Loening replied. "And because of its sheer size it will break many world records. If it goes very fast I should very much fear, because of its wooden construction, flutter in the tail and the wings. But it will fly. And after the pilots have been thoroughly photographed, including Mr. Hughes looking very tired, it will be run up on the beach like any old movie set."

RECORDED 62-71235-A

INDEXED 71 FEB 9 1942

WASHINGTON NEWS
 DATE _____

FEB 9 1942

RECORDED ORIGINAL-DETAIN

Adm. Leahy Approved Flying Boat Contract, Kaiser Tells Senators

Industrialist Says Nelson Took Him To White House For Talk With Aide

By Mary Spargo

Henry J. Kaiser testified yesterday that the Government gave its first approval to the Kaiser-Hughes flying boat proposal six days after Admiral William D. Leahy of the Joint Chiefs of Staff gave it the green light.

Kaiser told the Senate War Investigating Committee that Donald Nelson, then War Production Board chief, took him and Chad F. Calhoun, a Kaiser executive, to the White House on September 11, 1942, to see Leahy.

At the time, Leahy was chief of staff to the Commander in Chief, as he is now, and a member of the Joint Chiefs of Staff.

May Call Leahy

Subcommittee Chairman Homer Ferguson (R., Mich.) said the committee is considering calling Admiral Leahy as a witness in its inquiry into the \$18 million dollars the Government invested in the 200-ton flying boat which has never yet been in the air.

The West Coast industrialist said the first letter of intent was dated September 17, 1942. It called for two of the plywood duralumin ships and a third for static tests.

The reference to Leahy was the nearest the committee has so far been able to get to rumored "White House" influence in awarding of the contract. The military services and technical experts of the War Production Board had all opposed expenditure of funds and materials in the project.

Headlines From—

"I never did get clear in my mind why Kaiser asked us to go to see Leahy," Kaiser declared.

He told the committee he had assumed that Nelson was seeking White House support because of a then-current feud between the Army and the War Production Board, in view of the fact that the Army had turned thumbs down on the project.

Nelson did all the talking in the 15-minute interview, Kaiser testified.

"Admiral Leahy did not have an objection to the plan and said he was definitely for it if it would not interfere with offensive military operations," Kaiser told the committee.

"Mr. Nelson stated that it would not, and assured the Admiral several times that he personally would assume full responsibility for the program as outlined."

As the group left the White House, Calhoun's memorandum stated, Nelson said he would take immediate steps to finance the program either through Jesse Jones, then head of the Reconstruction Finance Corporation or through the Maritime Commission.

Kaiser said he expressed his preference that the contract be handled through the Maritime Commission because he was already doing business with that agency on air carriers.

Navy Overruled

The bald, partly industrialist, sporting under the huge klieg lights set up by movie cameramen, told the committee he sought help wherever he could to put across the idea of the flying cargo ships to outwit the submarine menace.

"At the time, I'm reminding you," he told the committee, "we were losing the war because ships were being sunk by the submarine packs."

Kaiser said he remembered that he had prepared a note for the late President Roosevelt on the subject of the flying boats and asked the late Marvin McIntyre to place it before the Chief Executive.

"But they told me that it was hopeless so the note was never sent," Kaiser declared.

Earlier he had disclosed that he had obtained a wartime order for 88 baby fat tops by sending a note to HUGHES, Page 2, Column 2.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

W. J. Hughes
Hughes
62-78335
closed case

File
WJH

62-78335-A
1-13

EX-13
RECORDED
42

FEB 9 1947

RECEIVED ORIGINAL-RELIANT

WASHINGTON POST
DATE 7-30-47

50 AUG 12 1947

Leahy Helped, Kaiser Says

to President Roosevelt after the Navy had turned thumbs down on the project. A Navy Board had rejected the idea, 16 to 9.

But later, after Kaiser began rolling off one carrier a week, he said, the Navy reversed its own position and began "to put the heat of hell on me" to get the carriers.

Ferguson asked him if Interior Secretary Julius Krug's statement

Admiral Leahy's Braid Impressed Calhoun

A novel description of Fleet Admiral William D. Leahy, Chief of Staff to the Commander in Chief and a member of the Joint Chiefs of Staff, was given yesterday by Chad F. Calhoun, an executive in the Kaiser organization.

Speaking of a White House meeting between Henry Kaiser and Admiral Leahy, Calhoun said:

"We assumed he was of military importance because he was all dressed up in uniform."

that Kaiser had "put the heat of hell" on everyone in Washington to get over the cargo plane idea was a fair description.

"I approve those words," said Kaiser. "That's right. And the war was putting the heat of hell on all of us."

It was Nelson, Kaiser said, who decided that the contract with the Kaiser-Hughes corporation was to be handled by Jesse Jones for the Defense Plants Corporation.

And it was Jones, he declared, who made the decision that Howard Hughes was to handle all the engineering and production of the planes as soon as the contract was signed.

"Is this a fair statement then," Ferguson queried, "your part was the getting of the contract for three flying boats or cargo ships?"

Kaiser replied, "My part was the idea—the conception of it."

Jones had more faith in Hughes as an airplane builder, Kaiser said, than he did in Kaiser.

Hughes Called Reliable

The former RMC chief said of Hughes, Kaiser testified:

"You are with us proceeding with Howard Hughes. I have known him since he was a boy—and I knew his able father before him—and I know of no more capable and reliable man than Howard Hughes."

Jones told Kaiser he was "to let Hughes alone," the valuable builder testified.

"Jones' position with me was always 'for God's sake stick to what you are doing,'" Kaiser beamed. "He didn't want me to take on anything more."

Calhoun's notes indicated that at this time both Admiral Leahy and Land of the Maritime Commission

Shipbuilder Testifies



Henry J. Kaiser takes the stand before Senate War Investigating Subcommittee yesterday and protests a "smear campaign."

made public for the first time the reason why the joint venture in which he and Hughes were engaged was canceled and the flying boat contract taken over by Hughes alone.

From the moment the contract had been signed in 1942 all the responsibility had been on Hughes' shoulders anyway, Kaiser declared.

"Hughes came to me in March, 1944, and he said the Government was going to cancel the contract. He said 'I believe this research will be forever valuable. I know that if the Government cancels this, you don't want to finish the plane, but I do.'"

"He told me," Kaiser added, "that if he could make some arrangement with Jesse Jones he would finish the plane at his own expense."

Kaiser added that few men in the United States would step in and finish a job spending seven million dollars of their own money on a project that would belong in the end to the Government.

Ferguson asked Kaiser how he knew Hughes had spent three million dollars of his own money on the project.

"I have no direct evidence," Kaiser replied. "Howard told me he did, and since he said so I be-

lieved him." Assistant chief of the Army Air Forces staff supply and maintenance division, declared that the AAF urged cancellation of the contract in 1945 to "avoid squandering funds."

Senator Claude Pepper (D., Fla.) disconcerted the witness with a series of rapid-fire questions supplied by Tom Stack, attorney for Hughes.

He asked if cancellation of the B-32 model plane contract with Consolidated by the Army Air Forces hadn't resulted in a loss to the Government of a hundred million dollars.

Ferguson said he did not know the sum but it was more than 18 million dollars.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

*File
6/14*

"You are safe in proceeding with Howard Hughes. I have known him since he was a boy—and knew his able father before him—and I know of no more capable and reliable man than Howard Hughes."

Jones told Kaiser he was "to let Hughes alone," the valuable builder insisted.

"Jones' position with me was always 'for God's sake stick to what you are doing,'" Kaiser beamed. "He didn't want me to take on anything more."

Calhoun's notes indicated that about this time both Admiral Henry Land of the Maritime Commission and Jones wanted to handle the cargo boat contracts.

At the time he commented:

"It is most amusing now (after so many rejections) to see two strong Government agencies fighting for the privilege of building the cargo ships."

Kaiser related to the committee how he called Jones, when he learned Land also was interested in the project, and said:

"You are two good friends of mine, and I am glad to have you interested, but I don't want to get caught in a cross-fire here."

During his testimony, Kaiser

stated that if he could make some arrangement with Jesse Jones he could finish the plane at his own expense.

Kaiser added that few men in the United States would stop and finish a job spending several million dollars of their own money on a project that would benefit the end to the Government.

Ferguson asked Kaiser how he knew Hughes had spent the million dollars of his own money. But Kaiser wouldn't say.

"I have no direct testimony," Kaiser replied. "Howard told me he did, and since he said so I believe it."

"In fact, I bet \$100,000 right now that he did," the shipbuilder challenged.

There were no takers.

Kaiser explained that the Kaiser-Hughes Corp. was a nonprofit venture. Under the terms of the contract no subsidiary of either Kaiser or Hughes could make any profit by subcontracting.

Kaiser said he was disappointed when the contract was for three flying boats instead of for a mass-production job.

One reason for the delay in Hughes production — "And the Army will have to tell you about it, Senator"—was the fact that "the War Department simply would not furnish what we call GFM—Government Furnished Materials."

The War Department delayed in furnishing engines for the planes, Kaiser said.

He added that Hughes also was a very precise, thorough and accurate researcher and designer, who took his time to be sure he was right at every step.

Attacks Meigs

In his prepared statement, Kaiser angrily charged that the cargo plane program met with "a clever, mysterious kiss-off."

Under questioning, he charged that some of the large aviation companies had ganged up to stop mass production of any giant planes.

He mentioned William L. Batt, former WPA chief, and Merrill Meigs, Hearst executive who was a 31-a-year man in WPA during the war, as being stumbling blocks within the Government. He charged Meigs with "protecting" established plane manufacturers from Kaiser's invasion of their field.

Kaiser insisted that Grover Loening, aviation expert employed during the war by WPA, had given him "the double cross" by first seeming for the program and then turning around and opposing it.

Rushed to the stand after Kaiser left, Loening angrily denied the "double cross" and said:

"Mr. Kaiser's use of the term double cross struck me because the double cross appears to have been by Mr. Kaiser on the American people."

Loening said he referred to the fact that Kaiser tried to sell the program to the Government on the basis of using existing shipyards but that when Loening made a first-hand inspection he found the Kaiser organization had already picked the site for a new plant.

Maj. Gen. Edward M. Prewitt

File
Oph

Shipbuilder Testifies . . .



Henry J. Kaiser takes the stand before Senate War Investigating Subcommittee yesterday and protests a "smear campaign"

FEB 15 1972
279
4447

Brewster Story of Plane Rides 'Amateurish Lie', Says Hughes

LOS ANGELES, July 29 (INS).—Howard Hughes today denied Sen. Brewster's explanation of how he got free air trips from the millionaire plane builder. Hughes called the Senator's story "a very amateurish lie."

He documented his statement with quotations from records of the phone company and the TWA ticket office in Kansas City. He said these disproved Brewster's assertion that he asked the Senator to return to Washington last Feb. 9.

Hughes also defended his wartime entertaining as a necessary business expenditure.

In Washington, Hughes' representatives said John W. Meyer, key figure in the Senate investigation, will arrive here from Paris Thursday. Meyer will appear at the Capitol then for questioning about lavish parties at which government officials were entertained.

The debate started yesterday when Hughes, in an open letter published in the Los Angeles Examiner, asked the Maine Senator why he didn't "tell the whole truth" about the current investigation of the Hughes wartime plane contracts. He accused Brewster of requesting two free plane rides for which the charter price would have been \$1,400.

Denied by Brewster

Brewster, in Washington, promptly denied he had requested the rides, saying Hughes had offered them.

Hughes said today:

"Regarding Sen. Brewster's statement, I believe the following facts will prove his statement is a very amateurish lie.

"Brewster claims that when I talked to him in Kansas City, I asked him to return to Washington. The truth is that I did not. He told me he was leaving for Washington that afternoon and already had his reservation. Here is what he said:

"I am leaving on your air line and I will meet you in my room at the Mayflower Hotel as soon as I get in."

"I replied I would prefer to see him the next day in his office."

"Brewster claims that, during our phone conversation, he went out and bought a ticket to Washington.

"To prove this is a very obvious lie, I offer the following:

"The official telephone company records show I talked to Brewster on Feb. 9 at 10:07 a. m.

"The official airline records show he bought his ticket and

made his seat reservation on Feb. 8, for TWA flight No. 100 scheduled to leave Kansas City Feb. 9 at 10:25 a. m.

Already Had Ticket

"So when I talked to Brewster, he already had his ticket to Washington. Under those circumstances, it is difficult to see how I could have persuaded him to go to Washington.

"Brewster also said that, until I talked to him on the phone, he planned to go from Kansas City to Washington via Morgantown, arriving in Washington Wednesday.

"This hardly corresponds with the fact that he already had in his pocket a TWA ticket direct from Kansas City to Washington on Sunday. Furthermore, TWA does not even go to Morgantown.

"Brewster claims I offered to

Continued on Page 3

SAYS PLAN WAS SCUTTLED



Reiser, before subcommittee, urges investigation of mysterious influence which he says blocked his building 5,000 planes to wipe out Hitler's U-boats.

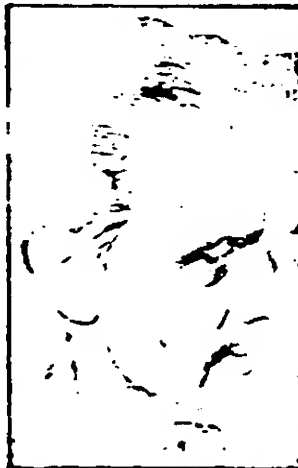
(AP Wirephoto)

Mr. E. A. Tamm
Mr. Clegg
Mr. Coffey
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

John W. Meyer

62-7835-A
F
45 AUG 4 11
EX-53

CITES TELEPHONE CO. AND TWA RECORDS, TO DISCREDIT BREWSTER STORY



Variety of moods is reflected in Howard Hughes' face as he grants first press interview since start of Congressional investigation into his handling of wartime contracts for flying boats.

(Associated Press)

62 SEP 8 1947

New York Daily Mirror
Page 3

JUL 30 1947

FEB 1 1972
BB

Hughes Denies 8 Brewster Story

Continued from Page 3

fly him from Washington to Morgantown in order to induce him to go to Washington. The fact is that I never heard of Brewster's desire to go to Morgantown until after he was in Washington.

"Regarding the second special trip in a private plane—the one to Columbus, O.—Gen. Brewster requested that trip from me the following day, Tuesday.

"The bold and obvious fact remains that, while Brewster criticizes others for accepting my hospitality, he, himself, brazenly requested and accepted from me \$1,400 worth of special transportation in a luxurious private plane. He has never paid for it and certainly never had any intention of paying for it."

BEFORE STORMY SESSION WITH SUBCOMMITTEE



Henry J. Kaiser (right), in cheerful mood, chats with Sen. Ferguson (left) and Sen. Brewster before testifying. (AP Wirephoto)

JUL 30 1947

107085

Mr. Tolson
 Mr. E. A. Tamm
 Mr. Clegg
 Mr. Coffey
 Mr. Glavin
 Mr. Ladd
 Mr. Nichols
 Mr. Rosen
 Mr. Tracy
 Mr. Carson
 Mr. Egan
 Mr. Hendon
 Mr. Pennington
 Mr. Quinn Tamm
 Mr. Nease
 Miss Gandy

gule

FITTING, PROPER AND PRACTICAL

MUCH is being said in the public prints about Johnny Meyer, press agent and check picker-upper. He of Howard Hughes aircraft investigation fame, now absent but due back—it is said—which we will believe when we see him.

But he who sprinkled good cheer from Coconut Grove to Copacabana is a piker compared with Uncle Sam.

It is therefore fitting and proper that a House committee has been appointed to look into the question of how far we can go in bailing out a busted Britain and a broken world. For under our Constitution, all spending measures must originate in the House. Therefore, knowledge of what the check is likely to be and whether we can afford to pick it up without going broke ourselves is vital indeed.

So this 19-man committee, 11 Republicans and 8 Democrats, has been named by Speaker Martin. The selection seems to be a careful one, drawn from 15 important House committees, and the plan of procedure has been thought out. It doesn't have the aspects of a good-time junket, but rather of a hard-working, on-the-spot survey of what the Marshall plan implies, and how far we can go in backing it up. Too, it promises to be a really practical application of the bipartisan principle in dealing with foreign affairs.

In the meanwhile we are in already for \$400,000,000 on the Greek and Turkish fronts, and we are confronted with such fresh headlines as "Britain May Reduce Army to Save Cash." Which, being interpreted, indicates more military responsibility passed over to us. Also Britain's dollar situation is fading fast and is expected to be exhausted by December.

So—there is every reason for that authority in our Government in which is imposed the responsibility for deciding appropriations, to learn firsthand what the check is likely to be and whether we can afford all or just part of it.

RECORDED

162-78335-A
 F D I
 78 AUG 5 1947

EX-151

G.L.R.-3

JUL 31 1947

WASHINGTON NEWS
 Page 30

FEB 10 1972

REPRODUCED ORIGINAL-ILLUM

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Coffey _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Acers _____
 Mr. Carson _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Mumford _____
 Mr. Starke _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

0708
file pls
Aden

62-78335-A
 INDEXED
 FILED
 JUL 30 1947

JUL 30 1947

PM DAILY
 Page 3

SEP 22 1947

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Krug Reporter Admitting Attending Hughes' Parties

(See cartoon on Page 10)

Interior Secretary J. A. Krug was reported today to have told a closed session of the Senate War Investigating Committee he attended parties given by Howard Hughes while the millionaire plane-maker was trying to hold \$40,000,000 worth of Government contracts.

Mr. Krug was said to have appeared before the committee earlier this week. He will be one of the major witnesses in the inquiry into Government procurement practices which gets under way next week.

Mr. Krug was War Production Board chief at the time when Mr. Hughes and Henry Kaiser were awarded a contract to build a huge new type wooden cargo plane. The plane never was delivered.

The Senate committee reportedly gave Mr. Krug a full transcript of the testimony taken in executive session so he could prepare an answer.

There was no official confirmation of reports Mr. Krug would be asked to resign as result of the hearings.

In Hollywood yesterday, actress Judy Cook said she entertained at a party in Mr. Krug's honor at Palm Springs, Calif. She said the party was given by Mr. Hughes.

A congressional committee has subpoenaed her and one other Hollywood glamour girl to tell all about Mr. Hughes' fabulous wartime parties.

Miss Cook, who swished thru Mr. Hughes' swarming pool in a light blue-colored bathing suit, said when she came up for air at the parties she spotted Mr. Krug. Jack Fry, then president of the TWA airline, showed her to the committee and representatives of the War Relocation Authority.



Mr. Krug Mr. Hughes
 airplane committee, M. H. Wilner, then deputy chief of WPA's aircraft division, and Capt. J. D. Small, Mr. Krug's executive assistant.

File
WPA

Brewster Invites Clark To Probe Him; General Pins Plane Contract on Elliott

By BOB CONSIDINE

WASHINGTON, Aug. 1 (INS).—Sen. Brewster (R.-Me.), chairman of the Senate War Investigating Committee, today invited Attorney General Clark to investigate "blackmail" charges leveled against him by Howard Hughes. This development in the inquiry into the Hughes wartime plane contracts came after John W. Meyer, Hughes' party-throwing publicity man, had testified briefly.



Brewster, whose long-distance feud with Hughes has given colorful side-play to the investigation, offered to step out of his role as committee chairman, waive all Senatorial privileges and appear before the panel "as a plain American citizen" to answer Hughes' charges.

Earlier, Hughes was quoted by the Los Angeles Examiner as saying he would ask the Justice Department to investigate the "relationship of Brewster and Pan American Airways."

Maj. Gen. Oliver P. Echols, former Assistant Chief of Air Staff, as he told Senate committee that 100 Hughes planes were ordered against advice of experts, on Elliott's recommendation.

This was a follow-up to the Hughes "blackmail" charge of some days ago, in which he said Brewster had offered to call off the Senate investigation if Hughes would merge his TWA with Pan American and support the Brewster-McCartan bill for a single American overseas line.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Handwritten notes:
b-1
Meyer
Hing
HSA

Meyer Testifies

Meyer testified that the names of men appearing on his entry account expense accounts might have been inaccurate.

His accounts had listed as guests such persons as Interior Secretary Hugh Elliott, Roosevelt and Gov. Wallgren of Washington.

Meyer took the stand after the committee had received testimony that "pressure from very high places" was responsible for a contract for 100 photo-reconnaissance planes granted to Hughes.

The committee was told that Gen. H. H. Arnold, retired war-time head of the Army Air Forces, overrode the advice of experts and ordered the planes after Elliott Roosevelt had reported it was "the most suitable type" available.

(Arnold was shown an International News Service dispatch on this testimony of Maj. Gen. Oliver P. Echols, retired, that the planes were ordered on recommendation of Elliott.)

(Arnold read the story, then nodded his head and said: "That's right.")

Young Roosevelt was a colonel at the time and in charge of the photo-reconnaissance in the European

Continued on Page 6

RECORDED

INDEXED

62-81335-A

EX-25

AUG 4 1947

62 AUG 29 1947

New York Daily Mirror
Pages 3 & 6

FEB 1 1972

BA

RECORDED

PROBE ME! SAYS

BREWSTER;

HUGHES COMING

Gen. Echols Reveals How Elliott Swung Deal for 100 Planes

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols ☒ _____
Mr. Rosen ☒ _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Hughes

RECORDED
62-78335
62-78335-A
F B I
63 OCT 3 1947

51 OCT 9 1947

EX-41

WASHINGTON TIMES HERALD
MORNING EDITION
DATE

8-2-47

Builder to Fly From California Monday

LOS ANGELES, Aug. 1 (AP).—Howard Hughes announced tonight he will leave Los Angeles Monday on a two-day flight to Washington, in time to appear before the Senate war investigating committee Wednesday.

"In case Sen. Brewster is interested," the plane manufacturer said in a statement. "I have gone away for the week end to get a little rest."

Search Still On

The statement punctuated, but did not terminate, an all-day search for Hughes by a deputy United States marshal with a subpoena for his appearance "forthwith" before the committee, headed by Brewster.

"I intend to return to Los Angeles Monday, climb in my airplane, fly half way across the continent Monday, spend the night at some point en route, as is my normal procedure, and continue on to Washington, arriving late Tuesday, in time for my appointment to testify before the senator on Wednesday," Hughes' statement continued.

"I want to make it clear that I have the utmost respect for the U. S. Senate.

No Respect for Brewster

But I have no respect for Sen. Brewster, well known as the mouthpiece for Pan American Airways, who has misused his high powers as a senator to try and blackmail me into a merger with Pan American Airways and to stage a three-ring publicity circus for his own personal gratification.

"His vanity and desire for personal publicity is nothing new. He has that reputation.

"When Sen. Brewster sent word to me and told me to jump on a plane, fly all night and testify before his committee in Washington, I refused to do it," Hughes said. "Here's why:

"I. Brewster's committee made a firm agreement with me that

Turn to Page 4, Col. 2

Meyer Will Resume His Testimony Today

By PAUL HEALY and FRANK HOLEMAN

As one bombshell after another exploded in the Howard Hughes investigation, Sen. Brewster (R) of Maine, defiantly announced last night he would welcome a Justice department probe of his affairs and declared he would strip himself of all senatorial privileges to answer under oath Hughes' sensational charges of "blackmail."

Brewster, trembling violently, read his decision to reporters after his Senate War Investigating committee grilled Johnny Meyer, Hughes' party manager, briefly about his expense accounts for lavish entertainment of big shots. Meyer, glib but tired after his flight from France, admitted that some of his names and dates might be wrong.

Meyer on Stand

While Meyer was cooling his heels in the hearing room the committee heard testimony that Elliott Roosevelt forced the air forces to give Hughes the con-

Gen. Arnold Admits Giving Hughes Order

SAN FRANCISCO, Aug. 1 (UP)—Gen. Arnold, wartime commander of the Army air forces, today confessed issuing an order threatening that Howard Hughes be given a contract to build 100 photographic reconnaissance planes.

"We needed planes in a hurry," Arnold said. "We tried to build (British) Mosquitoes fast enough, but couldn't do it. The Hughes plane was the next best thing, so we let them go ahead with it."

tract for his speedy photo-reconnaissance plane P-11 after all the other experts had turned thumbs down on it.

Former Maj. Gen. Oliver P. Nichols testified that after Army air experts turned down the Hughes plane Elliott persuaded Gen. Arnold to order the purchase of 100 of them.

Senate Investigation

While the smoke was clearing away here, Hughes dragged the Justice department into his bitter battle with Brewster yesterday morning. He demanded that Attorney General Clark investigate the "proposition" which Brewster allegedly made to Hughes in the Mayflower hotel here. Hughes charged Brewster offered to call off this probe if he would merge his Trans-World Airline with Pan American Airways.

"I will witness and testify the

Turn to Page 4, Col. 2

Investigate Mel Brewster Snaps As Hughes Ducks

(Continued from First Page)

most thorough exploration of this charge by the attorney general in justice to all concerned," Brewster shot back.

"After Hughes finds time to respond to the subpoena, and tells his story under oath, I shall be most happy to waive all committee and senatorial privileges and appear before the committee as a plain American citizen under oath," he added. Brewster contended, however, that Hughes charges, if true, should have been presented to the attorney general last February, when the incident allegedly occurred.

Meyer arrived at National Airport here at 9:45 a. m., and proceeded immediately to the hearing room. His lawyer conferred briefly with Sen. Ferguson of Michigan, subcommittee chairman, and Johnny was excused to go to a hotel for a few hours sleep, while the group dug further into the connection between Elliott Roosevelt and Hughes.

Became Assistant

Flash bulbs popped, five news cameras began to grind and the jam-packed committee room bustled noisily as the balding, chubby Meyer took the stand. Under questioning by Ferguson he disclosed that he was a former owner of La Crosse night club in Hollywood and a publicist for the Helen Callahan race track and Warner Brothers movie studio before going to work for Hughes' motion picture studio on Dec. 1, 1941.

A few weeks after Pearl Harbor, Meyer said, he transferred to the Hughes aircraft factory—"at Mr. Hughes' request." He said that in July or August of 1942 he became a public relations man and assistant to Hughes, whom he had known for 10 or 11 years.

"Will you tell us what your duties were as public relations man?" asked Ferguson.

"Public relations is a rather nebulous statement."

"What did you do?" persisted the chairman.

"I did whatever Mr. Hughes asked me to."

"What consist in entertaining army officers?"

"Army officers?"

"Yes," said Meyer. "I was called to entertain them."

"What was your position?"

"I was an assistant to Mr. Hughes."

"What was your position?"

"I was an assistant to Mr. Hughes."



Johnny Meyer Is All Tired Out

John W. Meyer, Howard Hughes' party-throwing publicity man, arrived at the Senate war investigating committee yesterday yawning and red-eyed from fatigue. He was sent to a hotel to get some sleep before testifying.

cocky and flippant through the brief session, snapped:

"I know what you're driving at. I had four dependents."

Ferguson then recessed the hearing until today.

The name of Elliott Roosevelt popped up after Ferguson had exhaustively questioned Oliver P. Nichols, former commanding officer at Wright Field, Ohio, about the AAF's connection with the haphazard development of Hughes' P-11, the "hot wagon" which started out in 1937 to be a pursuit ship, was changed to a fighter-bomber and ended up as a photo-reconnaissance plane.

James Entered Picture

Nichols, a retired major general, said he first learned about the experimental Hughes plane when he was instructed in the summer of 1938 to keep an close to the secret project as Hughes desired. The original agreement, according to official records disclosed by Ferguson, the fact Hughes would sell the craft himself and the government would not have any say in it was a key feature of the deal.

Hughes Will Be Here Wednesday

(Continued from First Page)

I would testify next Wednesday and Thursday. I won't have the required facts and figures researched until then if I was only given nine days' notice of this hearing in the first place, which is ridiculous."

"I brought Johnny Meyer back from Europe at my own expense for this hearing, although I had previously sent him to Washington and let Brewster question him under oath for five solid days. At that time, Brewster asked Meyer all the questions he could think of and exhausted him. Brewster only asked him now to sit the stand for another hearing."

"I thought it was a very good idea to have him here for the hearing. I thought it was a very good idea to have him here for the hearing."

Hughes aircraft factory—"at Mr. Hughes' request." He said that in July or August of 1942 he became a public relations man and assistant to Hughes, whom he had known for 10 or 11 years.

"What you tell us what your duties were as public relations man?" asked Ferguson.

"Public relations is a rather nebulous statement."

"Well, what did you do?" persisted the chairman.

"I did whatever Mr. Hughes asked me to."

"Did that consist in entertaining Army officers?"

"Yes."

"Army officers?"

"Right," said Meyer. "He gave me discretion to entertain them any way I saw fit."

"Told to let them in?"

"Oh, he ever ask you to put them in his address, telephone books and places where you could find them?"

"Yes, he did."

"Did he tell you to put them in his address?"

"Yes, he did."

Meyer was emphatic in stating Ferguson that he never was repaid by the guests he had entertained. He said his job lasted 26 hours a day, that his salary was \$12,400, and that he spent an average of \$500 a month on a T.W.A. expense account. Meyer added that while he usually wrote out his vouchers within a few days, his accounts sometimes ran from a month to six weeks.

"I would then try to remember," he continued. "Some of the names could be wrong. Some of the dates could be wrong."

He told the committee he "hadn't the slightest idea how much he had spent for the entertainment of public officials, including Elliott Roosevelt."

At this point Sen. Cain (R) of Washington remarked that Meyer must have been 41 years old at the time of Pearl Harbor and quizzed him about his physical condition. The fast-talking witness, who was

Echols, former communications officer at Wright Field, Ohio, about the connection with the happy development of Hughes' 21, the "hot wagon" which started out in 1939 to be a pursuit ship, was changed to a fighter-bomber and ended up as a photo-reconnaissance plane.

Jones Entered Picture

Echols, a retired major general, said he first learned about the experimental Hughes plane when he was instructed in the summer of 1940 to keep as close to the secret project as Hughes desired. The original agreement, according to official memos produced by Ferguson, was that Hughes would build the craft himself and the government would pay him \$500 for data on it.

Other company documents read aloud by Echols disclosed that after the RMC head Jones had quizzed the late President Roosevelt, Echols said, about Hughes' new plane, the RMC head had ordered Echols to go to Hughes' plant and see what he could find out about the plane.

Echols testified that on June 10, 1942, he had been authorized to buy an experimental P-11, but that Hughes had balked at selling the plane because he claimed to have sunk \$1,000,000 to \$5,000,000 in the experiment and the government considered it worth only \$500,000. Every air force expert he knew, Echols went on, felt the P-11 "would not make a satisfactory airplane for the air force" because it was made of duramold plywood.

After another year passed, air force experts considered Hughes' estimates of a 435-mile an hour speed and other characteristics "extremely optimistic" and the plane was not in a flyable stage. As a result, Echols testified, Arnold on Aug. 21, 1943, ordered "no further action" on the project by the AAF, the Hughes company was notified to discontinue progress reports, and the case was considered closed.

But a week later Arnold, worried about the inefficiency of U. S. photographic planes in Europe, brought Elliott Roosevelt

I would testify that I was not there Thursday. I won't have the required facts any more re-searched until then was only given nine days' notice of this hearing in the first place, which is ridiculous).

"2. I brought Johnny Meyer back from Europe at my own expense for this hearing, although I had previously sent him to Washington and let Brewster question him under oath for two solid days. At that time, Brewster asked Meyer all the questions he could think of and discharged him. Brewster only wants him now to set the stage for publicity purposes."

"3. Brewster now has Johnny Meyer (who traveled 4,000 miles) sitting in the hearing room waiting to testify. Brewster has a lot of other witnesses waiting to testify. He says that he wants to hear these now."

"4. I recall that on Aug. 21, 1943, he sent a memo to Arnold arguing that despite Elliott's estimates the Hughes plane should be turned down. However, he said, the next day the air force chief issues verbal orders directing the purchase of 100 P-11s from Hughes."

"As I recall it," Echols said, "General Arnold told me he had heard all the pros and cons and we would go ahead and get 100 airplanes."

"He certainly heard your case," put in Ferguson.

Experts Not Consulted

Echols added that he had informed Arnold it would be necessary to reduce deliveries of some other type of combat planes produced in the Los Angeles area to provide manpower for the new ship.

Ferguson wanted to know if Echols' own engineers and experts had been consulted in the reversal of opinion about the P-11.

"As far as I know, they were not," said Echols.

The specifications for the exact type of plane the air force wanted from Hughes were not written until after the 100 planes were ordered, Echols said. This excited Ferguson's interest.

"Wasn't it customary to have the requirements out before the contract was written?" the senator asked.

"Yes," replied the general.

Ferguson also asked Echols if the P-11 was flown at the time Elliott fell in love with it.

"I don't think so. It was undergoing changes," Echols answered.

Cholly Knickerbocker Reveals: Franklin Jr. Had Narrow Escape In Nylon Deal

By CHOLLY KNICKERBOCKER

Registered U. S. Patent Office

ROOSEVELT BOYS are really doing fine—in print. El-Gon, Elliott, a friend of the Kremlin, is up to his neck in the Howard Hughes probe. And his younger brother, Franklin Delano Roosevelt Jr., was nearly up to his neck—in nylon.

It all goes back to June, 1945, when the Marindque Export Corp.—a firm specializing in electrical appliances, textiles, and hosiery destined for the Far East, Sweden and Belgium—was established in New York with offices at 26 Platt st.

Its president was Thomas Higgins, socialite owner of a nylon firm; vice-president was his wife, Julia Donahue Higgins, related to Barbara Tutton, and secretary-treasurer was Franklin Delano Roosevelt Jr.

All of which would appear fine on the surface, except that Julia was arrested in Belgium on July 9, as exclusively reported here, together with Donna Crisiana Tortolita, for smuggling a million francs' worth of nylons to France via Belgium.

The two society girls finally were released after having been fined \$7,500.

And the Marindque Corp. specified at the time of its incorporation that it specialized in the export of hosiery or foreign countries.

A few months ago, however, the Marindque Corp. was subject to official complaints on the part of the consuls general of Norway and France.

Upon the suggestion of the consuls general, the Better Business

Continued on Page 6, Column 1.

New York investigated the matter, especially Marindque's advertising in Sweden, Norway, France, Greece and Italy.

This campaign, obviously something new in export trade, ran along the following lines:

The corporation sent thousands of letters to citizens of foreign lands advertising its new kind of service.

Your American friends would like to send you a free package," ran one letter. "If you send the names of three of your American friends. Just fill in your name and you will receive from us one kilo of coffee, one kilo of chocolate, one kilo of cocoa, 6 cans of condensed milk, 6 cans of fish, 40 American cigarettes, and 2 pairs of nylons."

In this manner, the corporation availed itself of a lot of "patrons" who, always more than ready to help their less fortunate friends overseas, gladly paid for the packages and, naturally, for the Higgins nylons.

According to Marindque, this wouldn't cost a Frenchman a sou,



Gen. and Mrs. Robert Wood Johnson make an after-the-theater stop at Versailles.

but it would cost each American friend five dollars—then 15 dollars would come into the Marindque coffers for each package delivered.

Another type of letter said: "Do you want 2 cans without payment... and 1 lb. of cocoa, and 2 pairs of nylons? Send at least name of an American friend, and your own, to Marindque, Stockholm, Sweden."

Julia Higgins was in Sweden at the time and was operating that bureau.

The reasons for the objections from Norway and France were widely different scope. Norway complained that Marindque's advertising was nothing more than organized begging. France claimed that the so-called free package was not free at all, because Frenchman would have to pay high duties on cigarettes and nylons.

The Better Business Bureau of New York didn't like it for any reason. The idea of that "sucker" bet solicited by the Ryz Roosevelt corporation was far from answering ethical standards. Besides, Julia Higgins, while in Europe, had indiscreetly told the corporation was making big money.

According to latest information from the office of Thomas



Cool and comfortable. Mr. and Mrs. John S. Nicholas Jr. enjoy an evening at Herb McCarthy's Bowden Square in Southampton.

Higgins more than 350 replies were received from Norway alone. But it was stated that no packages had been shipped out as yet.

The corporation dropped all advertising after Mr. Higgins refused to consult with the Better Business Bureau when they presented their advertising campaign.

Franklin Delano Roosevelt Jr., whose law firm handled the Marindque account, resigned as secretary-treasurer of the corporation which must be called himself quite lucky, because it was a much later Marindque's V-P, Julia Higgins, and Crisiana Tortolita got in touch with the Belgians.

Elliott Roosevelt must surely be wondering if he's in it for the long haul.

171
RECORDED 62-71335-1
INDEXED 102 EX-30
NEW YORK

FEB 9 1972

BB

RECORDED ORIGINAL FILED

Clash Interrupts Meyer's Story Of Parties for Elliott Roosevelt; Hughes Renews Brewster Attack

Builder Says Senator Accepted Free Rides From Pan American

Stories of parties given for Elliott Roosevelt and others during the war at Howard Hughes' expense, spread on the record at Senate War Investigating Subcommittee hearing yesterday. Here countered by Mr. Hughes last night with the charge that Chairman Brewster of the full committee had accepted entertainment—"and lots of it"—from Pan American Airways.

John W. Meyer, free-spending publicity man for Mr. Hughes' millionaire movie and aircraft producer, was questioned by the subcommittee yesterday about his expenses, including \$106 for a New York night club party for Mr. Roosevelt, then an Army Air Forces colonel on the day the latter drafted a report recommending that the Government buy photo-reconnaissance planes from Mr. Hughes.

His testimony was interrupted by a sharp verbal clash over fairness of the inquiry after a Senator challenged Mr. Meyer's draft deferment during the war.

Both to Testify.
Mr. Roosevelt, son of the late President, and Mr. Hughes will have a chance to tell the subcommittee this week their version of how Mr. Hughes obtained Government airplane contracts during the war. Mr. Roosevelt is due to testify tomorrow, and Mr. Hughes Wednesday.

Not waiting for his appearance here, Mr. Hughes continued from Los Angeles last night a series of newspaper blasts at Senator Brewster.

In a copyrighted article appearing under his name in the Los Angeles Examiner, Mr. Hughes drew a series of questions at Senator Brewster, the Associated Press reported, and answered.

"Doubtful as it may be to believe, you yourself, the high and mighty holder-things Senator Brewster, did actually accept entertainment from Pan American Airways—and lots of it."

Brewster Checks.
Senator Brewster chuckled when Mr. Hughes' comments were read to him by telephone here last night. He described them as "a little repetition."

He declined to comment further, except to say that the matter could be taken up further "as soon as he (Mr. Hughes) will come here and tell his story under oath."

The Hughes article said the among other things Senator Brewster flew to South America last December as Pan American's guest.

Mr. Hughes, principal stockholder in Trans World Airlines, has charged previously that Senator Brewster tried to persuade him to agree to a plan sponsored by Pan American for a merger.

Expense Account in Record.
Senator Ferguson, Republican of Michigan, chairman of the subcommittee conducting the hearings here, placed in the record yesterday a compilation purporting to show that Mr. Meyer spent \$5,983.79 between 1943 and 1945 for entertainment of Mr. Roosevelt and his wife, the former First Emerson. Mr. Meyer said they were not the only guests at some of the affairs listed, however.

The public relations man was questioned in detail about expense vouchers showing generous presents to girls, bills for liquor, theater tickets and even headache tablets. He insisted that it was part of his job with Mr. Hughes to pay entertainment bills for Mr. Roosevelt and his friends, including gifts to girls invited to parties in California, New York and Washington hotels and night clubs.

Introduced Roosevelt.
Mr. Meyer testified that in 1943 he introduced Mr. Roosevelt to Miss Emerson, movie actress, who later became Mrs. Roosevelt.

Mr. Hughes' attack in the Los Angeles Examiner mentioned a recent statement by Senator Brewster that he has no connection with Pan American Airways. This, Mr. Hughes wrote, "is about as naive a piece of pulp-magazine literature as I have ever heard."

Mr. Hughes still in seclusion over the week-end pending departure from California for Washington Monday, directed these questions at Senator Brewster.

"Doesn't your conscience get a slight case of the hives when you think over the many, many pleasant hours you have spent being entertained by Juan Trippe (president), Sam Pryor (vice president) and Bill McE (publisher) of Pan American, right in Washington?"

Trips Are Cheap.

"And incidentally why did you try so hard to explain away those free airplane trips you accepted from me, when you have been carried all over the country, at the free guest of Pan American Airways in their luxurious, private executive airplane?"

"Would you say there were, maybe, just one or two little parties—or perhaps quite a few more—now that you think back over it?"

"Would you say that Pan American has a pretty good motive for all the entertainment they have been lavishing on you?"

"Yes, Senator Brewster, I don't think Pan American has been throwing its money away when it entertains."

(See PROBE, Page A-4.)

Probe

(Continued From First Page.)

gained you Pan American would do to shore that community airline bill through Congress."

Mr. Hughes earlier accused Pan American of seeking through the bill "a monopoly on transatlantic flights."

Senator Brewster is scheduled to discuss the current investigation of Mr. Hughes' airplane contracts in a broadcast over WINX from 12:15 to 12:30 p.m. today.

Flare-up Starts

The flare-up that interrupted Mr. Meyer's testimony yesterday started when Senator Cain, Republican of Washington, requested a Justice Department review of six draft deferments he said were given Mr. Meyer. It ended with Thomas Black, counsel for Hughes companies, and Chairman Ferguson both debating the fairness of Senate investigating procedure.

Senator Ferguson had announced Friday he would end the Saturday session at noon and he rapped for adjournment with Mr. Black still shouting that Senate Committee rules "do not purport to arrive at justice because courts for witnesses cannot cross-examine."

- Mr. Tolson _____
- Mr. E. A. Tamm _____
- Mr. Clegg _____
- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols _____
- Mr. Rosen _____
- Mr. Tracy _____
- Mr. Carson _____
- Mr. Egan _____
- Mr. Gurnea _____
- Mr. Harbo _____
- Mr. Hendon _____
- Mr. Jones _____
- Mr. Pennington _____
- Mr. Quinn Tamm _____
- Mr. Nease _____

Miss Gandy _____
Handwritten signature

"You are not coming here and telling this committee it has been unfair," said Senator Ferguson, sternly. He explained that while the rules of Senate committees generally do not allow counsel to cross-examine, they may submit questions through the chairman.

Decision Postponed.

Chairman Ferguson announced he was postponing a decision on Senator Cain's request, in view of Mr. Black's suggestion that the committee should have before it all the data Mr. Meyer's draft board had when it passed on his status. Put on the witness stand for a time yesterday, Mr. Black suggested that if anyone connected with the inquiry is believed to have been guilty of any wrong-doing, it should be referred to the Justice Department, where a full investigation could be had. Instead of in this Senate committee where he charged only part of the facts are developed.

Mr. Black suggested the committee should get the data that was before Mr. Meyer's draft board before going into the question. "I cannot see how Mr. Meyer's draft status is within the scope of this Senate resolution."

"Let me ask a few questions that

EX-13
AUG 3 1947
WASHINGTON STAR
Page 1, 2, 6 & 7
62-71335-A
FEB 9 1972
BB
RECEIVED SIGNAL-RECEIVE

59 AUG 8 1947

Senator Ferguson said the \$1.08
compensation of expense accounts.

What did you learn Col. Ross

in the commentary at the War
Area studio.

WASHINGTON STAR
Pages A 1 & A 6 & A 7

He

His Finger Item Brought Up

"On Senator Ferguson pointed an expense item of \$115 for liquor which Mr. Meyer said was for his apartment in New York on August 21, the publicity man observed. "That's not much—liquor was consumed."

The next item showed \$256 for a dinner party on August 21 at the Morocco and Copacabana Clubs. Bowed by entry, "Presents for four girls, \$200."

Mr. Meyer said that while he was in New York that week end there were at least 25 or 30 people coming and out of his apartment, and at these presents for girls could have been anything he decided to give them. He pointed that the story does not say cash, and it could have been perfume. He told Senator Ferguson, however, he regarded it as a business expense.

Questioned on Entry

Senator Ferguson asked why Mr. Meyer put Mr. Roosevelt's name down if there were other people at the dinners. Mr. Meyer said it probably was because he was the most prominent one there.

Turning to another item of \$75, marked "presents for two girls," on August 22 Senator Ferguson asked "Who were the girls?" Mr. Meyer said he did not know.

When Senator Ferguson asked if it would be fair to say the witness had been entertaining Mr. Roosevelt in New York from August 20 to 22, Mr. Meyer reminded him there were other people at the dinners also.

An entry for August 23 showed dinner at the Stork and El Morocco clubs for nine persons. Senator Ferguson asked the witness to explain the last item reading:

"Payment to Chick Farmer to stop publicity of Roosevelt in New York, \$50."

Item Is Explained

"That can be explained very simply," said Mr. Meyer. "We were in the El Morocco and a photographer started to take a picture of Elliott Roosevelt. He didn't want the picture taken and I spoke to Farmer, who was publicity director of El Morocco."

Questioned further by Senator Ferguson, Mr. Meyer said the \$50 was to induce the photographer not to take the picture, or not to use it if he had taken it.

The Hughes public relations chief testified that while in New York in August of 1943 he bought \$132 worth of motion news and presented them to Miss Emerson.

Senator Ferguson demanded to know why millions for the film stop were charged to an aircraft contract. He asked why the present had been made.

Practice Called General

"I know a very charming girl, Senator," a lawyer replied. "Every company in the business did the same thing for their friends. We were no different."

Referring to another item Senator Ferguson asked that if Mr. Emerson was "such a charming girl, then why did you give her \$20 to go home?"

When the laughter subsided in the packed caucus room, Mr. Meyer said, "A very good point, sir. The circumstances were that when I took Miss Emerson to her plane to return to Hollywood from New York she discovered she had no money in her purse, so I kindly decided to give her \$20."

Mr. Meyer said he then took an airplane for Washington. From the looks of his expense account, Senator Ferguson said, it looked like quite a weekend in Washington instead of just a normal one.

"Yes, quite a week end!" "Who was with you?" "I went to Washington alone."

Came to See Jack Frye.

"These notations indicate you joined Col. Roosevelt in the junior room at the Carlton Hotel," Senator Ferguson said.

"Well, I had gone to Washington to see Jack Frye, then president of Trans World Airlines."

"How did you happen to run into Col. Roosevelt then?" the chairman asked.

"Maybe he telephoned me. I have no idea."

"When you made the notation that you entertained the colonel at the Stork, you wanted to show your office that you were with Col. Roosevelt, did you not?"

"That's right."

Several of the larger items Mr. Meyer said, were for liquor he bought at that time.

"Were you in Washington on an aircraft mission at that time?" Senator Ferguson waited while the witness appeared to ponder deeply and then demanded, "What's your answer?"

Bought to Continue Acquaintance.

"I'm think . . . I would say I came to Washington to continue my acquaintance with Col. Roosevelt."

"What?"

"He was head of the Photo-Reconnaissance Aircraft Mission."

"Did you know then when the colonel planned to return to the front?"

"I had no idea."

Senator Ferguson questioned Mr. Meyer about a dinner at the Statler Hotel on the night of August 27. There was no indication that Mr. Roosevelt was at this party. A total of \$124 charged on the expense account included a \$50 item for "girls at hotel late." Senator Ferguson wanted to know why the girls were paid \$50.

"Because they came late—they know late and hungry. I met them in one of the dining rooms and gave them lunch."

Questioned about Pennsylvania Railroad tickets from New York to Washington which Mr. Meyer said he bought for \$20 on August 28, the witness said this was transportation for Mr. Roosevelt and two Army officers.

He explained that the transportation porter's desk at the Ritz Towers had been locked at the officers' tickets during the night. They had to catch a "sold out" train for Washington and Mr. Meyer ordered three tickets through a Pennsylvania Agent and asked that the Ritz Hotel be billed. He explained he paid this bill later because Mr. Roosevelt was not around at the time.

Used Own Discretion

"What do \$50 presents for girls who come late to dinner have to do with aircraft contracts?" Senator Ferguson asked.

"This was in my orders, I was to use my own discretion as to how entertained."

"Your total for the week end when you entertained Col. Roosevelt was about \$400?" Senator Ferguson asked.

"Yes, about."

When Mr. Meyer returned to New York, he lunched at the 21 Club for \$4. The items showed, "I was alone, thank God," Mr. Meyer exclaimed. "You see, I had been on the job 24 hours a day. I am afraid Mr. Hughes will die when he learns I also made a biblical reference." The witness was hinting at the controversy between Mr. Hughes and Senator Brewster and the latter's biblical quotations.

Item Questioned

Another item questioned was one which showed the witness paid \$22 for a check in New York night club which had been sent by mistake, he said, to Mr. Roosevelt. He said the party included about 12 persons and that he was giving to Mr. Meyer said he recognized a \$2 item for lipstick and probably "never would live that one down." He said this was charged to Mr. Hughes' personal account.

"You mean Mr. Hughes would pay this out of his own pocket?"

"Yes, he was with me at the time. He was spending his money. Is that O. K.?"

After returning to Hollywood in September, Mr. Meyer listed entertainment at Romanoff's restaurant in Beverly Hills for Miss Emerson and friends, including drinks, champagne and long-distance telephone calls.

"Did you consider this a continuation of your entertainment of Col. Roosevelt?"

"Yes."

"But he was not there. I understood you to say he returned to the front from New York. There was even a story that Col. Roosevelt went back to Hollywood." The Senator was referring to items of \$75 for dinner and champagne for Col. Roosevelt and Mr. Hughes. "What was Col. Roosevelt doing in Hollywood on this occasion?"

"I don't know."

"Then why did you charge this entertainment to the Hughes aircraft?"

"It was a part of the whole picture, I guess."

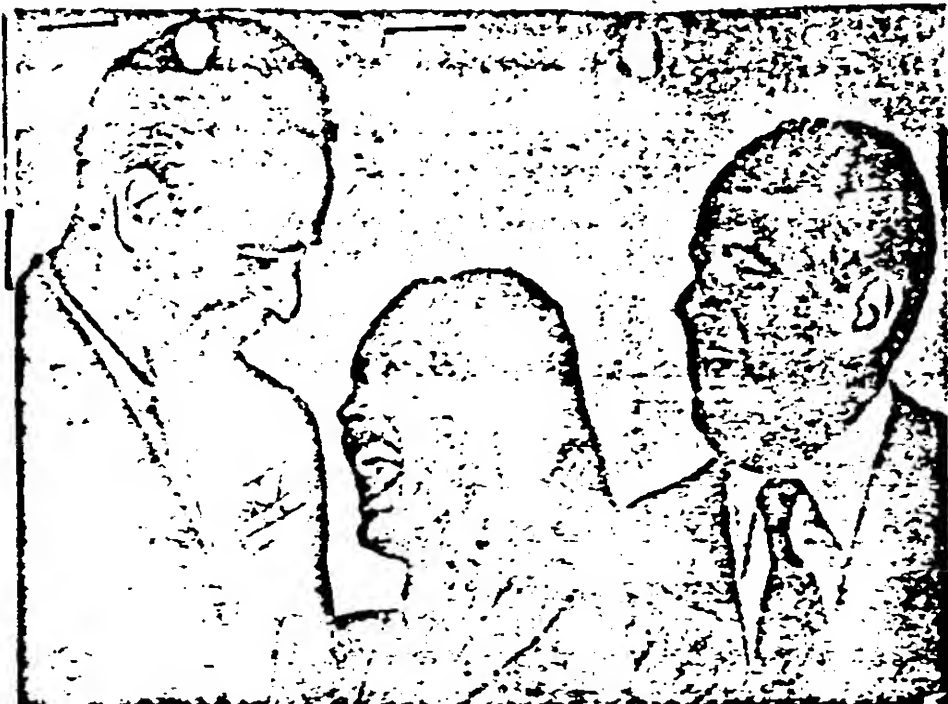
Items on September 13 included \$25 for a dinner at Romanoff's for Col. Roosevelt and \$114 worth of liquor sent to the Hughes aircraft company house. The witness said he did not think Col. Roosevelt stayed at the house. Another item was for pay of a butler for all night work at the house.

File

AUG 3 1947

WASHINGTON STAR

Pages A 1, A 6 & A 7



PUBLICITY MAN WITH ELLIOTT ROOSEVELTS—John W. Meyer, public relations man for Howard Hughes, movie and plane producer, is pictured with Elliott Roosevelt, then a colonel, and his bride, the former Faye Emerson, at Grand Canyon, Arizona, after the Roosevelts were married there on December 3, 1944.



Mr. Meyer studies a photostat of one of his expense account vouchers while testifying before a Senate War Investigating subcommittee. The voucher, submitted in evidence yesterday, covers some of the money Mr. Meyer said he spent entertaining the Roosevelts. —AP Photos

*File
Cage*

AUG 3 1947
WASHINGTON STAR
Pages A 1, A 6 & A 7

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnes _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Brewster Calls Clark's Attention To Hughes 'Blackmail' Charge

By the Associated Press

Attorney General this morning (The) said Senator Brewster also sent a covering letter but declined to disclose its content.

The "blackmail" reference was to Clark today to his running public Mr. Hughes' assertion in a public controversy with Howard Hughes statement last week that Senator Brewster had offered to call off the current investigation of Mr. Hughes described as a blackmail charge. would merge his Trans-World Air- by Mr. Hughes line with Pan American Airways.

The Senate committee is inquiring into Hughes' war contracts. Senator Brewster's reply said that if there were a word of truth in the charges they should have been pre- Friday in which the Senator said. sent to the Attorney General last. "I will welcome the most thorough exploration of this charge by the FBI team at the time of the alleged proposal."

Mr. Hughes also has asked that the Justice Department investigate the relations between Senator Brewster and Pan American Airways.

Justice Department officials said the statement was received by the

WASHINGTON STAR

Date 8-4

7/68
 FEB 9 1972
 CFC

XEROXED ORIGINAL RETAIN

BREWSTER DENIES FR HUGHES' SWORN CH

Didn't Offer to Halt Probe for Merger of Airlines, He Testifies

Clash Creates Question of Perjury;
Howard Again Calls Senator a Liar

By PAUL HEALY and FRANK HOLKMAN

In a colossal extravaganza of movie props, breathless spectators and fierce drama, Howard Hughes took the witness stand before a Senate war investigating subcommittee yesterday and, under oath, repeated his charge that Sen. Brewster of Maine, committee chairman, offered him a "proposition" last February to halt the Hughes investigation.

Immediately, Brewster, also under oath and casting aside his senatorial privileges, followed Hughes to the stand and denied the blackmail charge completely.

Hughes Accused of Trap

He said it was "inconceivable" that he would have made such a "bold proposition" to Hughes, whom he had met only briefly before.

Brewster, who declared no man who had been in public office as long as he has—36 years—would have been foolish enough to do such a thing, accused Hughes of trying to lay a "trap" for him.

"I am sure that no one here of any competence would make such a proposition, and I can

"It sounds to me a little more like Hollywood than it does like Washington."

In a radio interview later, Hughes called Brewster's denial "pretty weak" and declared that "just about everyone in the aviation industry recognizes that Brewster is lying" in saying he never had heard of a proposed merger between TWA and Pan American before his talk with Hughes.

"Doesn't Add Up"

The people in the industry are only too familiar with Brewster's relations with Pan American

(Turn to Page 4, Col. 1)

Well, at Least He Got Here

Howard Hughes arrived here yesterday in his venerable B-21 bomber, as the Senate war investigating committee will certify.

He did not arrive in the "controversial" XF-11 reconnaissance plane on the "unofficial" flight which was forecast under copyright last week by a local house organ as follows:

Hughes Plans Record-Breaking Trip
To Hearing in Controversial Case
Effect Roosevelt Aid of Hughes

Immediately after the hearing above appeared, Gen. Twining, commanding general of the air forces experimental base at Wright Field, said the XF-11 was Army property, that Hughes would have to get Army permission for any "test" flight, which he implied was the didn't he "want to" whether he took out...

Hughes' B-21, meanwhile, seems to do all right, even though it's old enough to be the XF-11's daddy. It was shot down before Pearl Harbor.

Mr. Leonard
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

1 Hughes
And...
file
Ch

RECORDED
EX-112
162-28335-1
FBI
41 NOV 11 1947

file
BIR

Pictures of the Senate
hearing on pages 4 and 28.

AUG 7 1947.

Times Herald

Page 1

53 OCT 15

FROM WITNESS STAND CHARGE OF BLACKMAIL

11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

57



ROOSEVELT, ON STAND, TO GIVE ALL FACTS

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Jones
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease

Mr. [illegible]
Mr. [illegible]

①
Chas. [illegible]
[illegible]

Says He Feared Smear on Father In Trip Home

Hughes Hearing Told
He Never Discussed
Plane With President

BULLETIN

Elliot Roosevelt told Senate investigators this afternoon that he was ordered home from service in North Africa in 1943 despite his protests that the trip would be used to "smear" his father, the late President Roosevelt. The trip culminated in the recommendation by Mr. Roosevelt that the Air Force buy Howard Hughes photo-reconnaissance plane. He said he had never discussed the plane with his father and did not learn until a few days ago that President Roosevelt had asked for a study of it some time earlier.

Elliot Roosevelt promised the Senate War Investigating Subcommittee this afternoon "the complete facts" about his connection with the wartime airplane contracts awarded to Howard Hughes, millionaire aircraft builder.

He told the subcommittee investigating the contracts that he welcomes this first public opportunity to answer in chronological order the various charges that have been leveled at him since he showed the Army in 1940.

The tall, broad-shouldered son of the late President spoke in a firm voice that resounded through the lofty Senate chamber.

Meyer Explains Expense Account.

Wearing a dark blue suit and a key bow tie, he was seated in a witness chair after John W. Meyer, Mr. Hughes' publicist, had read the additional charges of impropriety.



ELLIOTT ROOSEVELT CHATS WITH SENATOR BREWSTER.—Elliot Roosevelt (left) is shown talking with Senator Brewster during a recess today in the hearing into Government contracts with Howard Hughes, Hollywood plane builder.



Mr. Roosevelt is stopped by John W. Meyer, publicist of the Hughes Aircraft Co., during the recesses and asked for his address before leaving the hearing in Washington. —AP and Star Staff Photos.

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Jones
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

the time the promotion was going through.

Pepper Charges Discrimination

The morning session of the hearing was marked by a bitter dispute just before the noon recess between Senator Pepper, Democrat of Florida, and Senators Brewster and Ferguson.

Senator Pepper charged that "Elliott Roosevelt is the only one being investigated." There were vigorous denials by Republican members of the subcommittee. The exchange wound up with a general agreement to a suggestion by Senator Pepper that the General Accounting Office be asked to furnish data showing how the 50 largest corporations, such as United States Steel, as well as all major aircraft companies, deduct expense items from their income taxes.

Senator Ferguson turned the spotlight on the Hughes Aircraft Co. a "flying company."

"We will get around to others in this investigation," he said. "We expect to show that near high Army officers who were making important wartime decisions were being entertained. We will investigate other aircraft companies. This is not a personal investigation."

Mr. Ferguson asked the OAO to furnish a list of all expense vouchers. He added that the OAO has not yet uncovered comparable details in connection with expenditures by other companies.

The morning session also was highlighted by these developments: The subcommittee went into an expense account voucher of the Hughes Aircraft Co. for \$150.41 labeled "Col. E. Roosevelt wedding party." Witnesses were questioned about this as Mr. Roosevelt sat nearby waiting to testify.

Mr. Meyer testified that he had

"This pilot may have flown me there," Mr. Meyer added, referring to the \$150.41 payment made by the Hughes Co. to Mr. Franklin.

While Senators and witnesses from the Hughes Co. argued back and forth about his wedding, Mr. Roosevelt sat a short distance away, waiting for the chance to tell his side of the story.

He was on hand promptly at 10 a.m., but Senator Ferguson decided to complete the quizzing of Mr. Meyer on all of his expense vouchers first.

Mr. Roosevelt's appearance served to pack the Senate caucus room, and left an overflow crowd trying to get in.

The detailed voucher for Mr. Franklin was itemized as \$100 for four days' flying time and \$50.41 for other expenses.

"Could that have been a bill for flying the wedding party some place?" asked Senator Ferguson.

"That is indicated," replied Mr. Sherwood.

Senator Ferguson wanted to know why that should be treated as a Hughes Co. expense, so that the Government would pay at least part of it, since it would reduce the company's profit.

Mr. Meyer broke in to ask the Senator, "Wouldn't you say this was general entertainment chargeable to gross income, as all companies have?"

Senator Brewster read a General Accounting Office report to show that investigators sent to the West Coast several months ago did not confine their examination to the Hughes books.

Mr. Meyer broke in to say the Government has rules governing what may be charged as business expense, and suggested it would have been better if the committee had talked with the Internal Revenue Bureau as to why it allowed these items before "bringing names into the spotlight."

To Check Internal Revenue. Senator Ferguson said the subcommittee would talk with the Internal Revenue Bureau at the proper time.

Mr. Sherwood told the committee he believed that between 40 and 45 per cent of the entertainment costs charged to the Hughes aircraft department would be available for income tax deductions.

He was examined on this point by Senator Ferguson who brought out that the tax saving angle would apply to all aircraft entertainment

Mr. Meyer replied, "The pilot might have flown me there."

"Did you pay your expenses at the party?" Senator Ferguson asked Mr. Meyer.

"No, Mr. Ferguson," Mr. Meyer replied.

Accompanied by Coleman. In testifying today about the visit to Hyde Park, Mr. Meyer said he was accompanied by a "Col. Shoop" and his wife, a "Col. Brooks" and a "Col. Hoover." The officers were not otherwise identified.

Mr. Meyer said he believed he had not met Elliott Roosevelt until late in November, 1944, in California. He corrected this after Senator Ferguson showed him a clipping from The Star to refresh his memory.

Mr. Meyer read the clipping aloud and noted that Mr. Roosevelt not only had landed at La Guardia Field early in November, but that "John Meyer was his host."

"That refreshes my mind," he told the subcommittee. "Those are the things I like to see."

Senator Ferguson showed Mr. Meyer a voucher for a \$150 hotel bill in New York for the period from October 24 to November 1, 1944, which had written on its back, "Roosevelt party."

No Explanation of Statement

"As I said Saturday, I sometimes waited a month or more before making out expense accounts," Mr. Meyer explained, "and I would put down the name of the most important person there."

"I think you will find later that Col. Roosevelt wasn't in the country at the time," he added.

"Why did you write the name of Elliott Roosevelt on vouchers for payments for entertainment when he was out of the country?" Senator Ferguson asked.

"I just wrote it," the witness shrugged. "I must like the name."

"Is that your only explanation?" "That's all," Mr. Meyer drawled. "Unless you can show something to the contrary."

Pressed for other details about the hotel bill, Mr. Meyer said, "I don't remember what it's for, and if there's an accompanying voucher I have no way of knowing who was there. There might have been 25 or 30 other people. I can't understand it. I might have been staying there myself."

Senator Ferguson read another item of \$25.00 for another hotel in New York about the same time, October 24 to November 1, 1944.

Mr. Meyer said he believed he had not met Elliott Roosevelt until late in November, 1944, in California.

Said Party "Would Be Nice"

"That party was my idea," Mr. Meyer explained. "I probably wrote it down wrong on the voucher when I said Elliott requested the party. He did not." "What did he say when you arranged the party for his friends?" Senator Ferguson demanded.

"Oh," the publicity man responded, "I think he said it would be very nice."

The voucher, as read by Senator Ferguson, did not reveal the amount spent on the party. Attached to it was a long guest list.

"Are you going to read all these names just so they can all get their names in the papers?" Mr. Meyer wanted to know.

Senator Ferguson said he had obtained all the information he needed for the time being.

Concerning his trip with several Army officers and other friends to Hyde Park shortly before the 1944 election, Mr. Meyer said he had been invited by Mrs. Eleanor Roosevelt. He added that he had not previously met her.

Senator Ferguson then asked the witness whether the November, 1944, trip to Hyde Park was "in the line of business."

"Wouldn't it be business to go to the home of the President of the United States?" Mr. Meyer countered. "It was a great privilege and a great honor."

But Senator Ferguson broke in, "You charged it as a business expense of your company."

"Why should I pay it personally?" the witness retorted.

"Do you think the Government should pay it?" Senator Ferguson asked.

"Now the Hughes company spent its money was not my concern," the witness said.

Fold For Hughes Treasurer

In further explanation of some of the charges listed in connection with entertainment of Mr. Roosevelt, Mr. Meyer explained that he lived in New York City at the Waldorf-Astoria Apartments. Although he had a part of the hotel, he said, he was in New York home, and Elliott stayed there he was a guest in my home."

Turning to details of gifts noted as having been given to several witnesses about their trip, Senator Ferguson asked what they had in mind with regard to the gifts. He said he had seen a list of gifts given to the witnesses.

Will Testify Wednesday

By the Associated Press

LOS ANGELES, Aug. 4.—The

camp of Howard Hughes was calm early today and there was nothing to indicate that the multi-millionaire plane and film maker would not start his air journey for Washington, later today for his long-heralded appearance before the Senate War Investigating subcommittee.

Mr. Hughes, whose wartime Government plane contracts are under investigation by the committee, said earlier:

"I have announced that I will leave here Monday on a routine trip, arriving in Washington late Tuesday. That is what I intend to do and nobody is going to force me to do otherwise."

Mr. Hughes spent the week end resting at an undisclosed retreat. Last Thursday Senator Ferguson, subcommittee chairman, issued a subpoena for Mr. Hughes to appear before the Senate group "forthwith." United States marshal's deputies, however, reported they were unable to locate Mr. Hughes.

Regarding this Mr. Hughes told through his press agents:

"I am not hiding from anybody. I simply refused to be pushed around."

First, Hughes protested he never had time to read the complete transcript of the testimony he gave in secret on Feb. 1 concerning the \$40,000,000 war contracts for cargo and photoreconnaissance planes.

He then startled Ferguson and told a dramatic statement. Brewster stepped in to ask him to discuss "some other topics"—not included in the lawsuit testimony. Obviously, he (referring to the handsome) maker's angry blasts at in West Coast newspapers. Ignes agreed to repeat his tale under oath, but insisted his hands "not be tied."

Guarded the right to examine Brewster; and he called witnesses. Ferguson replied this was a violation of all office rules, but he would let Hughes to submit questions names of possible witnesses to committee for a ruling. Hughes finally won a pledge -- that he would have "the same privileges" as Brewster, that neither would cross-examine the other directly, and he proceeded.

"Specifically, I charge that in many words Sen. Brewster told me that if I agreed to merge the T.W.A. (Trans World Airline) with Pan-American Airways and support his community airline bill, he would call off the investigation," Hughes said in a quiet, confident voice.

He said the conversation took place in Brewster's apartment in the Mayflower hotel, here, when he two had lunch, sometime during the week of Feb. 10.

Hughes testified he had been
raised that Brewster was "very
sky," and had taken a "Mr.
Slim" with him to the May-
wer luncheon.

He said he got in touch with him after contacting a friend in Washington, but he didn't know whether Heflin was a lawyer or not. At least, he said, Heflin was not a Hughes company lawyer, but merely went along so that "I was not placed in an unfair position."

(After he refused to go through

gan wanted to dip into the expense account of Johnny Meyer, Hughes' publicity man, and company connections with Elliott Roosevelt, son of the late President.

Besides the luncheon, Hughes claimed he had talked with Brewster four other times, and on each occasion the senator tried to win

though he admitted "we may be blazing new trails here," the senator began his story to show that Hughes was in hot water with Congress long before this particular hearing started.

He pointed out that the first Senate investigation of the cargo plane started in July 1942, when President Truman was a senator



BREWSTER TESTIFIES—HUGHES LISTENS

Sometimes it's the other way around.

him over to the proposed merger of all overseas airlines into one government-sponsored company called a "community company."

One of these talks took place in Brewster's office before Hughes testified in secret before the committee, on Feb. 11, he said. In addition, he talked to Brewster by phone during a flight in Hughes' private plane to Columbus, O., and on the phone from Los Angeles.

Rawster Takes Stand

"Senator Brewster, do you desire to testify?" Ferguson asked as a deathly hush fell over the room.

"Why yes, sir," Brewster replied, rising from his committee chair, and advancing to the witness stand.

and chairman of the committee. The matter kept bobbing up from time to time, and the present probe was opened on a complaint by Ferguson last January, he said.

Bruwer denied he ever made a proposition of any kind to Hughes; that he ever "bummed" \$1,600 worth of plane rides from Hughes or that Juan Trippe, president of Pan American, had anything to do with instigating the Hughes probe.

Given HL Side

As for his talks with Hughes, he said the facts were these:

On Feb. 9, 1947, Brewster, in Kansas City for a speaking engagement, received a telephone call from Hughes in Washington. The plane maker wished to discuss the investigation and proposed to fly the senator to other

sitting slumped nonchalantly behind the steering, had not long.

"Yeah. Somewhere between 500 and 600," the chairman said. "We start on that tomorrow." Ferguson told both Nichols and Brewster to give their answers to him by 3:15 a.p. and said the committee would rule on them in executive session.

Hughes is expected to be on the stand for five days on the film.

Three More Tests

Before the Hughes dinner began, Ferguson traced genealogy through photostated reamers, the meandering trail of Huger, as a big spender, and very much in the ritual of the Huger family in York and Columbia.

by Mary Swenson Oct. 20, 1944
and Oct. 4, 1944, at Col. James O.
Hall, a pal of Elliott Roosevelt
and at that time in some photo
reconnaissance unit.

Mayer said he considered this "work in the line of duty" for the Hughes Aircraft Co. To prove some of the mystifying items charged up on the vouchers, Mayer gave his definition of public relations:

"Public relations is creating good will for my company in any way, shape or form."

One long, lost week end devoted to in January, 1944, to entertaining Hall in New York cost the Hughes company \$551.43. The fee included stops at El Morocco, Copacabana and the Savoy. Max Baer, Mayor also paid Hall's Madison Hotel bill amounting to \$24.43. The bill bore the notation: "Do not allow Col. Hall to pay this bill. Charge everything to Mr. Max Baer."

During this spree, Squadron Leader Tim Falhurst of the Royal Air Force was entertained at the Savoy Place. Meyer admitted, "because Col. Hall told me so."

More Hotel Bills 47

When Hall and his chums were on the West Coast six months later, Meyer took up where he had left off in New York and the vouchers turned up names like "Mocambo, El Trovador, Romanoff's and Don the Beachcomber." One voucher indicated Meyer had paid a hotel bill of \$281.42 for Hall and one "Art Martini," who had accompanied him.

Another showed that the
gross fixed capital formation

...not clear whether they
...Hall.
...and Hall.
...the committee members
...going over the relationship
...the members.
...of the maintenance
...regarding personnel
...it's necessary to

prices. Of the \$163,821.81, Sherwood added, \$97,821 was charged against the aircraft division. Meyer, Hughes' 1947 public relations man, also worked for his movie productions division.

Asked how many customers the aircraft subsidiary had outside the government, the auditor said there were a great many other customers in California and the Midwest who bought parts.

But Ferguson implied that Meyer was assigned to the air

"Specifically, I charge that in so many words Sen. Brewster told me that if I agreed to merge the T.W.A. (Trans World Airline) with Pan-American Airways and support his community airline bill, I would call off the investigation," Hughes said. He is quiet, confident.

He said the conversation took place in Brewster's apartment in the Mayflower hotel here, when he and two had lunch, sometime during the week of Feb. 10.

Hughes testified he had been told that Brewster was "very shy," and had taken a "Mr. Flynn" with him to the Mayflower luncheon.

He said he got in touch with Sen. Brewster after contacting a friend in Washington, but he didn't say whether Heflin was a lawyer or not. At least, he said, Heflin was not a Hughes company man, but merely went along so that "I was not placed in an unfair position."

He refused to go through

BREWSTER TESTIFIES—HUGHES LISTENS

Sometimes it's the other way around.

him over to the proposed merger of all overseas airlines into one government-sponsored company, called a "community company."

One of these talks took place in Brewster's office before Hughes testified in secret before the committee, on Feb. 11, he said. In addition, he talked to Brewster by phone during a flight in Hughes private plane to Columbus, O., and on the phone from Los Angeles.

Brewster Takes Stand

"Senator Brewster, do you desire to testify?" Ferguson asked, as a deathly hush fell over the room.

"Why yes, sir," Brewster replied, rising from his committee chair, and advancing to the wit-

ness and chairman of the committee. The matter kept bobbing up from time to time, and the present probe was opened on a complaint by Ferguson last January, he said.

Brewster denied he ever made a proposition of any kind to Hughes; that he ever "bummed" \$1,400 worth of plane rides from Hughes or that Juan Trippe, president of Pan American, had anything to do with instigating the Hughes probe.

Gives His Side

"As for his talks with Hughes, he said the facts were these:

On Feb. 9, 1947, Brewster, in Kansas City for a speaking engagement, received a telephone call from Hughes in Washington. The plane maker wished to discuss the investigation and proposed to fly the senator to other speaking dates so they could get together. Brewster agreed.

On the morning of Feb. 10, Hughes saw Brewster for a few minutes in his office, and admitted they talked about the "community airline bill."

That night, Hughes had Brewster flown to Morgantown, W. Va., and back for a speech, in the private plane of Jack Frye, then president of T.W.A.

On Feb. 11, Hughes testified in secret before the committee.

The next day, Brewster said, he invited the movie maker to lunch as "a proper courtesy." Hughes told of his adventures in Hollywood, and they discussed the community airline again, but Brewster's views were already well known, and no "proposition" was made, he said.

Paid for Entertainment

The senator said he entertained the plane contractor in his hotel apartment at a cost of \$8.50 "out of my own pocket."

Toward the end of his four and a half recital, Brewster's voice began to quaver, and he stumbled.

High Fulton, former counsel for the committee, tried to persuade him not to hold public hear-

good will for my company in any way, shape or form."

One long, lost week and devoted, in January, 1944, in overhauling Hall in New York over the Hughes company \$851.25. The plan included stops at El Morocco, Casablanca and the Savoy Hotel. Meyer also paid Hall's Broadway hotel bill amounting to \$25.48. The bill bore the notation: "Do not allow Col. Hall to pay this bill. Charge everything to Mr. Meyer."

During this week, Squadron Leader Tim Fairbairn of the Royal Air Force was entertained at the Savoy Hotel, Meyer admitted, "because Col. Hall told me so."

More Hotel Bills

When Hall and his chum went to the West Coast, later, Meyer took up where he had left off in New York and the vouchers turned up names like "Mocambo, El Trocadero, Romanoff's and Don the Beachcomber's." One voucher indicated Meyer had paid a hotel bill of \$13.51 for Hall and one "Egt. Morgan" who had accompanied him.

Another showed that the generous front man for Hughes had shipped Cobina Wright, Jr., worth of flowers "for Senator Col. Hall to a special party. And there was a bill for \$1.50."



... Roosevelt (5), waiting to tea-

publicly man. Seated at table (left to right) are Senators McGuffey of Rhode Island, not a subcommittee member, and William P. Rogers, committee

Speaker of the House Nicholas Longworth; Mrs. William Langer, wife of Senator Langer, Republican, of North Dakota, and their daughter Lucille; Mrs. Claude Pappas, wife of Senator Pappas.

Brewster Denies on Witness Stand Hughes' Charge of Blackmail

Hearing Takes on Film Atmosphere

(Continued from First Page)

"Always," Hughes said. "And the people in the industry know that if Brewster were pushing the investigation of my war contract for really legitimate reasons and if Brewster really believed me to be guilty of obtaining war contracts by improper means he would not be romancing me on the side, inviting me to lunch and making appointments over the phone to see me in California."

"No, this just doesn't add up. Brewster's connection with Pan American is too well known, and it is too much of a coincidence that this investigation of my war contract was suddenly brought to life just when I refused to make the merger deal with Pan American."

The dramatic clash, which opened the Justice Department's hot problem in perjury, thrilled the 1,500 spectators, mostly women, who jammed the marble-saucous room for the fiery showdown between Brewster and Hughes.

The hearing scene, littered with live cameras, scrambling photographers, and fainting women spectators, looked like a combination of Hollywood set and ladies day at the ball park.

500 Fill Corridors

Capitol police said it was the biggest crowd since Ferdinand Pecora's Wall Street investigation in early New Deal days, featuring J. P. Morgan and the midget on his knee.

The corridors outside the room were filled with 500 more people, awaiting a glimpse of the proceedings.

Hughes, who kept the committee waiting 41 minutes for him, capped one surprise after another with frequent concessions to Sen. Ferguson (R) of Michigan, chairman of the subcommittee, who treated him with great courtesy.

First, Hughes protested he couldn't have time to read the committee's transcript of the testimony he gave in secret on Feb-



Hughes and Brewster Take Stand and Swear to Tell Truth

After being sworn in yesterday, Howard Hughes repeated his charge that Sen. Brewster had made him a "perpetuum" to halt the investigation. The committee chairman immediately had himself sworn in and made the charge.

With a merger, he said, he interpreted the timing of a subsequent dispatch of committee investigator Francis Planagan to the West Coast as putting on "the screws."

He said things had been fairly pleasant before, but that Planagan wanted to dip into the expense account of Johnny Meyer, Hughes' publicity man, and company connections with Elliott Roosevelt, son of the late President.

He took a thick file of documents under his arm. His slight, confident smile faded as he raised his right hand to be sworn.

After thanking the committee for the opportunity to testify, although he admitted "we may be blowing new trails here," the senator began his story to show that Hughes was in hot water with Congress long before this per-

son on the Hughes case, he said, was a "perpetuum" who Meyer claimed. And how Hughes and his associates were trying to "blow" the charges in the slightest.

After Brewster quit, Ferguson asked if Hughes, who had been sitting slumped nonchalantly behind the senator, had any more to say for himself.

Meyer Offered to Halt Probe in Return For Merger of Airlines, Says Senator

"I'm just trying to figure out why they're charged to me," Hughes said.

"That's what I'm trying to figure out myself," the senator responded. He said he was "blowing" the charges.

He said that an "insane" man, who had been "blowing" the charges, was "blowing" the charges. He said he was "blowing" the charges.

Truman's Vouchers Studied

It was reported yesterday that the House was studying vouchers submitted by President Truman in 1942 when he signed a West Coast Airplane Investigation into Hughes' aircraft activities.

At a hearing, Mr. Truman was chairman of the Senate war investigating committee, the same group which now is looking into Hughes' connections with the government.

It was learned the committee's back also have been gone into to remove the vouchers of Mr. Truman, Sen. Hatch (D) of New Mexico, ex-Sen. Wallgren (D), now governor of Washington, and former Sen. Burton (R) of Ohio, now Supreme court associate justice—who also made the trip.

worth of entertaining done by Meyer in five years was only \$3,000ths of 1 per cent of the \$300,000,000 worth of war business done by all the Hughes enterprises. Of the \$165,231.81, Sherwood added, \$97,631 was charged against the aircraft division. Now, Hughes' only public relation

division simply to put on the proposed Hughes cargo line and the FZ-11.

"Did you entertain anyone on the side of Army officers and pilots?" he asked Meyer.

Elliott Roosevelt Rejoins His Wife

HYANNIS, Mass., Aug. 8 (U.P.)—Elliott Roosevelt arrived here tonight from New York tonight, was greeted at the airport by his wife, the actress wife.

From Hyannis, the couple went to nearby Dennis where he is rehearsing for the play "The Cape Playhouse." The play, in which she is married, is "The Cape Playhouse."

Kaiser Says FDR Helped Him Beat Navy And Build War-Winning Baby Flat Tops

Senators Take a Verbal Whipping From Their Prey

WASHINGTON

Henry J. Kaiser had his day in the Senate today, but it was a day of verbal whippings. The Senate subcommittee on the Navy and the Senate subcommittee on the Army and Navy today took a verbal whipping from their prey, Henry J. Kaiser, who is the head of the Kaiser Engineers and Constructors, Inc., the largest engineering and construction firm in the world.

Tell About 'Baby Flat Tops'

Kaiser wanted to tell about his "baby flat tops," the aircraft carriers which have been built by the Navy as one of the principal factors in ending the war in the U.S. East Indies.

Kaiser entered armed with a briefcase and a prepared statement. He told the Committee, after loud applause, that he could not read until after he had been questioned.



Henry J. Kaiser faces a Senate subcommittee, questioned from Washington.

JOHN W. MEYER

"I built all over the country," Kaiser said, "which was finally approved by Nelson, Jones Jones and Adm. William D. Leahy, Presidential chief of staff."

As for the cargo plane idea, he said, he tried to get that to the White House but was stopped by...

...the Navy and the Army and Navy today took a verbal whipping from their prey, Henry J. Kaiser, who is the head of the Kaiser Engineers and Constructors, Inc., the largest engineering and construction firm in the world.

WASHINGTON

Henry J. Kaiser (R., Mo.), who is on the Senate War Investigating Committee, still hasn't answered the pointed question put by Howard Hughes, the West Coast airplane builder, about Brewster's plugging for the bases of Hughes' competitor—Pan-American Airlines.

But Hughes' needling is on his mind, as evidenced by the fact that he showed up at the subcommittee hearing into Hughes' airplane contracts, and told...

Something That Ought to Be Clarified

"The idea that in some way I instituted this investigation is something that ought to be clarified."

Brewster—who has admitted accepting free trips on Hughes' planes—might have clarified the idea himself at the spot—or named a subcommittee to investigate himself—except that he found himself called upon suddenly to defend the fairness of Brewster.

Henry J. Kaiser was on the stand and perhaps by coincidence, got to telling how he took over the West Coast plant of the Brewster Aeronautical Co. Brewster's ears perked up at the name.

Run-down, Mismanaged

"This was a run-down, mismanaged plant," Kaiser began.



Ben Owen Brewster 'Not for 10 Generations'



07088A

and Edward Hughes to
... of the big
... Tell About
... Flattop

Kaiser wanted to tell about his
baby aircraft carriers which have
been cited by the Navy as one of
the principal factors in ending the
war-time U-boat menace.

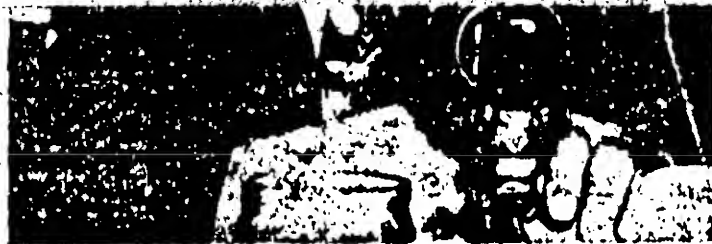
Kaiser came armed with a book-
let, *Facts in Brief* about Henry J.
Kaiser, and a prepared statement
which the Committee, after loud
debate, ruled he could not read
until after he had been questioned.

When he finally was permitted
to read the statement, it was old
stuff. He had managed to cover all
the points to his satisfaction during
the Q. and A.

Wanted to Know If FDR Interceded

The Subcommittee wanted to
know if FDR had interceded to get
the flying boat contract for Kaiser
and Hughes. Kaiser grabbed the
chance to testify that back in 1942
after a Navy Board had voted
10-0 against his "baby" ship
proposition, he went to the White
House and appealed to Marvin H.
McIntyre, then the late President's
secretary.

At McIntyre's suggestion he
scrawled a four-paragraph note to
FDR. Next day, he said, Rear
Adm. Emory H. Land, then Mari-
time Commission chairman, sum-
moned him to conference with the
result that a deal was closed for
construction of carriers in commis-
sion yards. Within eight months,
he said, the first carrier was com-
pleted and Navy bigwigs were



Henry J. Kaiser faces a Senate subcommittee. Associated Press Wirephoto

"chasing me all over the country
to build more."

As for the cargo plane idea, he
added, he tried to get that to the
White House but was stopped by
McIntyre who gave "the impres-
sion the President was not inter-
ested in the flying boat."

He testified that Donald M. Nel-
son, then chief of the War Pro-
duction Board, was enthusiastic about
the flying boat idea and closed the
deal whereby Kaiser and Hughes
were to build one without profit.

Tossed Back Some Brickbats

He grabbed the chance to toss
back a few brickbats hurled at
him by proceeding witnesses. He
charged that Grover Loening,
WPA aircraft consultant, "double-
crossed" him after appearing to
be enthusiastic about the idea,
switching suddenly to the side of
WPB officials who held the flying
boat idea "visionary and fantas-
tic."

As Mr. Merrill Meigs, the Hearst
executive who served as a 3-a-year
chief of the WPB's Aircraft Di-
vision, Kaiser asserted that Meigs
was only interested "in protecting
certain aircraft manufacturers."

"What manufacturers?" asked
Ferguson.

Asks Committee To Find Out

"I don't know," Kaiser replied.
"I wish this Committee would find
out."

He mentioned "powerful forces"
in and out of the Government
which gave a "clever, mysterious
kick-off" to his flying boat plan

which was finally approved by Nel-
son, Jesse Jones and Adm. William
D. Leahy, Presidential chief of
staff.

As for Howard Hughes, who sub-
sequently took over the flying boat
contract, Kaiser described him as
the "silent man" in the WPB ne-
gotiations.

No Business In Press Agent

"Howard's silent most of the
time," Kaiser contributed. "He's
only been provoked recently."

Kaiser said he had met Hughes
press agent, John W. Meyer, but
never attended any of the parties
which Meyer described in previous
testimony.

"I never paid much attention to
Johnny," said Kaiser. "There was no
business there."

Kaiser beamed when Ferguson
finally said he could read his state-
ment.

After The Facts

"You're being wonderful to me
he exclaimed, remarking that when
President Truman (then Sen. Tru-
man) was head of the investigating
committee "they always gave me
hell, but they always helped."

"They were after the facts," said
Ferguson.

"You bet your sweet life," said
Kaiser.

Meanwhile, Martha Goldthwaite,
Hollywood model, got a wire from
the Committee telling her not to
bother coming to Washington Aug.
4 to tell about Hughes' parties that
she attended.

Brewster—who has admitted ac-
cepting free trips on Hughes' planes
—might have clarified the idea him-
self in the spot—or named a sub-
committee to investigate himself—
except that he found himself called
upon suddenly to defend the fair
name of Brewster.

Henry J. Kaiser was on the stand
and perhaps by coincidence, got
to telling how he took over the
West Coast plant of the Brewster
Aeronautical Co. Brewster's card
perked up at the name.

Run-Down, Mismanaged

"This was a run-down, misman-
aged..." Kaiser began.

"Hey," interrupted Brewster. "I
want the record to show I have
no connection..."

"Let me take it over, and..."
Kaiser smiled on.

"For the same Brewster..."
waited the Senator.

"And when we were through
I roared Kaiser.

"Not for 10 generations back
have the Brewsters of Maine been
in..." Brewster persisted.

Nothing to Be Ashamed of

"It's nothing to be ashamed
of now, Senator," said Kaiser, re-
peating the proposition. "We did
another of those impossible jobs
on Brewster, and it wasn't super-
salesmanship, either."

After that Brewster was silent,
casting no clarifying light on his
cryptic comment about who start-
ed the probe.

He may have been thinking
about Hughes' unanswered ques-
tion, propounded Tuesday in an
open letter:

What He May Have Thought of

"Why not tell that this investiga-
tion is really born on the day the
TWA (Hughes' Trans-World Air-
ways) first flew the Atlantic—on
the day when TWA first invaded
Jean Tripp's great Pan-American
Airways had the sacred right to
fly the Atlantic?"

Or he may have been thinking
about the syndicated columns of

Sen. Owen Brewster
"Not for 10 Generations"



Juan Trippe
For One Big Airline

Marquis Childs who last Saturday
chided him for being "so selective
in picking the objects of his in-
vestigative skill," suggesting that
Brewster was "so happy as a small
boy on Christmas morning" be-
cause he had Howard Hughes on
the pen.

Childs recalled, the FBI had re-
ported six weeks before, that Brew-
ster was the Senatorial champion
of Pan-American's cause, pressing
for passage of a bill to merge all
U. S. international airlines into a
consolidated company, the better
to compete with foreign lines.

Merger Still Not Consummated

The merger—long advocated by
Trippe—would create a subsidized
corporation, insured by the Gov-
ernment against loss, and which ap-
parently would be controlled by
Pan-American as the largest stock-
holder by virtue of getting in the
most airplanes, post facilities and
other assets.

Trans-World Airways and other
rivals of Pan-American have op-
posed the Trippe plan with suc-
cess so far—having no desire to be
liquidated.

Probers, Irate At Hughes, to Subpoena Him

Plane Builder Has Ignored 'Invitations'

HOLLYWOOD, July 31 (UP).—Howard Hughes said tonight that Sen. Brewster (R), of Maine, had when he said a Trans World Airline hostess "didn't dare" to be alone in a plane with him.

By PAUL HEALY and
FRANK HOLZMAN

Angry and upset by Howard Hughes' airy disdain of the Senate war investigating committee's telephone notice to appear here in 36 hours, Sen. Ferguson (R) of Michigan, ordered a subpoena for the handsome movie-maker flown to the coast at once.

The subpoena directs Hughes to appear here forthwith.

However, Ferguson, chairman of the subcommittee probing Hughes' wartime dealings, announced it will not be served if the temperamental sportsman-industrialist immediately agrees through his lawyers to appear at some definite date voluntarily.

Meyer to Testify

Ferguson appeared to have no doubt that Hughes eventually will testify freely, but the senator was very eager to have the plane builder sit alongside his publicity director and party manager, Johnny Meyer, who is expected to begin his story of lavish entertainment sometime today.

Also, Hughes will be asked to repeat under oath the sensational charges of "blackmail" he made against Sen. Brewster (R) of Maine, chairman of the full committee, throwing the entire investigation on a new track.

Asked if he would take the stand, Brewster replied carefully, "We'll let Mr. Hughes tell his story, and then let's see what the rest of the world should do."

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____

6-11-38

①

62-78335

RECORDED & INDEXED
EX-38
62-78335-A
FBI
18 AUG 4 1938

Disdain Irk Subpoena for Him

Johnny Meyer, Party-Throwing Aide, Scheduled to Go on Stand Today

(Continued from First Page)

that Hughes, under an agreement negotiated with the government in March, 1944, can hold the huge eight-engined flying boat for as long as four years after it is first tested—unless the government pays him \$2,000,000 which he spent out of his own pocket.

Oddly, however, Hughes can't fly the plane with passengers, because no certificate can be issued by the civil aeronautics administration. To issue such a permit, CAA officials said, they would have to take the "Hercules" apart, piece by piece, or build a duplicate for tests of parts.

May Lease Craft

Here's how Hughes can hold on to the plane. His second agreement with the government provides that he can lease it, upon completion. He must pay \$37,500 a month rental, plus a \$50 fee for every flight hour, plus a \$5.50 fee for every engine hour.

No cash changes hands, however, until Hughes owes the government more than \$3,000,000—provided he has spent that much money of his own. He claims to have spent \$7,000,000.

Thus, at the rate of \$450,000 rental a year, Hughes could keep the plane for almost five years.

"Why by the time the government gets this plane, it'll be entirely obsolete!" Sen. O'Connor (D) of Maryland exclaimed.

The rental provision was inserted in Hughes' contract agreement by his friend, Jesse Jones, then head of the Reconstruction Finance corporation.

Undersecretary of State Robert A. Lovett testified that the joint chiefs of staff rejected the flying boat plan in 1942 when they were seeking planes for the North African invasion.

Lovett, ex-assistant secretary of war for air, testified that later, after Henry Kaiser and Hughes won the contract for three flying boats he "protested" the "pirating" of aircraft workers by Kaiser and Hughes.

"Nobody Was in Charge"

H. Robert Edwards, a government engineer who spent four years at the Hughes flying boat plant, told of troubled conditions at the factory and said he saw Hughes only once during all that time.

Edwards related "anarchy" between the engineering and manufacturing departments. He stated that the engineering department was in charge of the design of the plane, but the manufacturing department was in charge of the construction of the plane.

Here testified Wednesday that the plant situation was "chaotic" and that the plant was a haven for Hollywood draft dodgers.

Neither Edwards nor J. M. Roper, another government engineer on the project, could tell the committee who was in authority for the government on the 19 million dollar job.

Edward and Roper described conditions at the Hughes plant in late 1942 and mid-1943 as one of production chaos.

Roper read a December, 1942, report made to his superiors in Washington by W. R. Morgan, supervising engineer for DPC in which it was stated:

"I have been after the Kaiser-Hughes people for months to establish the proper Washington representatives to expedite their problems."

A later report in August, 1943, by a later supervising engineer at Culver City recommended that it might be a good idea to "waive" the proviso in Hughes' contract barring him from "pirating" men from other aircraft manufacturers so a competent plant manager might be obtained.

Country Club Atmosphere

This report charged that Hughes' original research organization was composed of "cliques made up of Stanford alumni and boyhood classmates."

He called it a "country club atmosphere."

Lovett said he wrote a protest letter to war production board chairman Donald Nelson after receiving a complaint from the Boeing Aircraft Co. which charged that Kaiser and Hughes were "trying to pick up labor at his gates."

The joint chiefs of staff rejection of the Kaiser-Hughes project was contained in a memo to Nelson written by then Undersecretary of War Robert F. Patterson on July 30, 1942.

Patterson said the joint chiefs reported that "since the maximum production of combat planes is necessary for the war effort, some of the existing facilities should be diverted to the construction of cargo planes."

Patterson's memo added:

"It is very evident that any large increase in cargo plane production can be accomplished only if the production of combat airplanes is reduced and any such reduction is inadmissible in the existing military situation."

Lovett said that the Army finally agreed, at Nelson's request, to provide engines and instruments for three "experimental" wooden flying boats to be built by Kaiser and Hughes—with the understanding that there would be no "pirating" of workers from other aircraft manufacturers.

Sen. Ferguson (D) of Michigan, chairman of the subcommittee handling the hearings, asked: "Did you find any pirating of labor later on?"

A few months we received a complaint from one of our principal contractors—I believe it was a subsidiary of Boeing at Wichita, Kans.—saying that there had been hiring squads trying to pick up labor at his gates, from Kaiser-Hughes."

Lovett added: "I wrote to Mr. Nelson and protested, because at that time we were trying to get our planes for the North African enterprise."

The witness said emphatically that the Army plane program "did not include the Kaiser project."

Kaiser, he said, told him about the proposed HK-1 flying boat to be built of plywood but had "no performance data or specifications—only a rough sketch of artist's drawing."

Lovett told the committee that Army experts made an evaluation of the flying boat project late in 1943 and recommended its cancellation.

Stimson Urged Completion

However, in Aug. 1945, former Secretary of War Stimson sent a letter to Treasury Secretary Snyder, then a Defense Plant Corp. official, recommending completion of the flying boat.

The Stimson letter, which Lovett wrote, pointed out that since the craft was by that time 90 per cent completed, it should be finished and tested. Stimson told Snyder that otherwise the government would get little benefit from its efforts and expenditures.

Sen. Pepper (D) of Florida questioned Lovett concerning a similar view taken by the late President Roosevelt in 1944 when he opposed cancellation of the Hughes' plane project.

Lovett reminded Pepper that at that time only \$13,000,000 had been spent and another \$5,000,000 was needed to finish the aircraft. He said when Stimson's letter was written only \$1,500,000 more was needed to complete it.

Pepper asked: "But the person who exercised the judgment (in 1944) to go ahead with the plane is not to be charged with fraud or going contrary to the public interest?"

Lovett: "I think it was simply a matter of judgment."

Lovett said that both the Army and Navy became "considerably concerned" when the war production board suddenly became a contracting agency to build the Kaiser-Hughes project.

He explained that Army and Navy chiefs were worried for fear the injection of a third contractor would destroy the technical progress of the project.

concerned" when the war production board suddenly became a contracting agency to build the Kaiser-Hughes project. He explained that Army and Navy chiefs were worried for fear the injection of a third contractor would destroy the technical progress of the project.

UNWED MOTHER ACCUSES MEYER

John W. Meyer

WASHINGTON TIMES HERALD

DATE 8-5-57

AUG 16 1957

RECORDED

EX-30

278335

F B I

41 AUG 4 1957

TIMES-HERALD

WASHINGTON, D. C.



Accuses Johnny of Being Father of Her Child

Patricia Miles, 25, former New York model and now a cigarette girl, holds the baby boy she says is the illegitimate son of Johnny Meyer. Her affidavit charges Meyer with having trysts with her in his suite at the Hotel Sherry-Netherland.

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Leonard _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

*Alvin
 Karpis*

*John W. Meyer
 62-78335*

Fitzgerald

INDEXED
 112
 62-78335-A
 FBI
 42 AUG 8 1947

EX-50

WASHINGTON TIMES HERALD
 DATE 8-5-47

FEB 9 1972
 BB
 REPRODUCED ORIGINAL 2-11-72

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____

Call Republic 1234 for a "Tested" Ad-Label

TIMES-HERALD

Nightclub Girl Names Meyer In Paternity Suit

NEW YORK, Aug. 8 (NY News)—While Johnny Meyer, Howard Hughes' contact man and entertainer, told his story in Washington yesterday, a special Sessions warrant officer was waiting here with a paper scolding a new kind of trouble for the rotund publicist. It calls for his arrest on a charge of fathering a night club cigarette girl's illegitimate child.

The warrant was signed Friday by Justice Hackenburg on complaint of blonde Patricia Miles, 25, of New York, former magazine cover girl, who has worked at the Stork club, El Morocco and Club 18, and now is selling smokes at Bill's Gay Nineties.

Tells of Hotel Trysts

Her affidavit told a story of alleged trysts with Meyer in his former suite at the Hotel Sherry-Netherland from early 1945 until June 1946 when, she says she discovered she was about to become a mother. Before her son's birth, the girl charged, an unnamed "emissary" of Meyer visited her and induced her, for \$1,500, to sign a statement declaring Meyer was not the father.

Her complaint, which comes to light today, asserted:

"I was delivered of a male child on Feb. 2, 1947, and said child resided with me at 609 West 154th St. John W. Meyer, who resides at 7000 Romaine, in the city of Los Angeles, and who is employed as publicity representative by the Howard Hughes interests, is the father of the child.

"Wherefore, I demand that John W. Meyer be brought before the Court of Special Sessions to answer the charge that he is the father, and that the court make a determination of such charge, pursuant to the statute and law in such cases.

Elvin I. Untermyer, New York attorney, confirmed that he represented the blonde complainant at Friday's closed hearings.

"My client," he said, "will seek support on behalf of her child commensurate to Meyer's income, which we believe to be between \$50,000 and \$100,000 a year.

Mel at El Morocco



Accuses Johnny of Being Father of Her Child

Patricia Miles, 25, former New York model and now a cigarette girl boy she says is the illegitimate son of Johnny Meyer. Her affidavit with having trysts with her in his suite at the Hotel Sherry-Netherland.

RECORDED

EX-13

62-18335-4

FEB 9 1972

BB

WASHINGTON TIMES HERALD

FE 9-5-49

RECEIVED ORIGINAL

John W. Meyer

Unwed Mother Names Meyer

NEW YORK JOURNAL JUNE 1944

(Continued from First Page)

Meyer be brought before the Court of Special Sessions to face the charge that he is the father of a child born out of wedlock and that the court make the determination of such charge, pursuant to the statute and law in such cases.

J. Untermyer, New York County, confirmed that he represented the blond complainant at the closed hearing.

"Silent," he said, "will seek judgment on behalf of her child, who is believed to be between \$500 and \$100,000 a year."

El Morocco

Under the new filiation law, the mother of a child born out of wedlock may petition the court for support of her child in view of the financial status of the mother and the living of the putative father. In other words, the child is entitled to all the social and financial advantages that he could otherwise have had if he

had been the legitimate son of John W. Meyer.

Miss Miles, who lives with her parents and three brothers, said she met Hughes' big night club expense account while she was working at El Morocco and that she continued working there throughout their friendship.

"Mr. Meyer then had a suite at the Sherry-Netherland," her affidavit stated. "He would come to New York three or four times a year and stay a couple of months on each visit, and I would visit with him three or four times a week."

She pictured their romance of more than a year as being ended by two nearly simultaneous events: Meyer's hasty departure for the West Coast after Hughes' injury in a plane crash, and her own discovery of pregnancy.

A photostat of birth certificate No. 5181, on file at the Board of Health, stated that her son, named Douglas Meyer, was born at Park West hospital at 2:45 a.m. last Feb. 2, 55 minutes after the mother's admission. It named "John Meyer, Los Angeles, agent in the motion picture industry," as the father.

Meyer, who lives in New York City, was seen by a New York Times reporter at Hyde Park on Sunday, November 13, 1944, and tips to the butler, maid and chauffeur to aircraft production.

"Business," Meyer replied. "I think it's a great privilege to be invited up there—a great honor."

"That's why I want to know why you charged it up to aircraft production," Ferguson said.

"Why should I charge it personally when I already told you I work 24 hours a day?" Meyer said.

"I haven't anything to do with how Hughes Aircraft spend their money. I do my job and it's up to them to figure out how they charge it or how they don't."

Ferguson questioned all the items for the New York week end of Nov. 3-6, 1944.

Meyer read hurriedly through the list of 10 for dinner, 15 for dinner, 7 for lunch, 8 for dinner, until he read 10 for dinner for \$30.

"That's very cheap, dinner at the El Morocco for 10 at only \$30," he said, shaking his head. "Something must be wrong there."

"What's wrong is that you're only reading the tips," Ferguson remarked. "The tip was \$30."

Meyer's bill from Nov. 3 to Nov. 6 ran to a total of \$344.50.

Ferguson handed Meyer a

check for \$344.50 dated Nov. 2, 1944.

"That's marked to the account," Ferguson said.

"What was that?" Ferguson asked.

"I don't know."

The Michigan senator then showed a scrawl on the bill.

"\$300 expense in connection with Two Arabian Nights, Ferguson read.

"If it was connected with Two

Arabian Nights, it wasn't charged up to Hughes Aircraft," Meyer told him. "That would be a Hughes production."

Ferguson said Hughes Aircraft apparently paid for it.

"Well, that's no problem of mine," Meyer said.

N. Y. Court Orders Arrest of Publicist, Here at Hughes Quiz

Johnny and Elliott Diffenon Party Costs

By PAUL HEALY
and FRANK HOLKMAN

Elliott Roosevelt and Johnny Meyer, sitting side by side on the witness stand like a couple of schoolboys caught playing hooky, turned the Howard Hughes investigation into a laugh riot yesterday, arguing good-naturedly over who picked up the most checks during their round of disk wartime parties, and who paid some Los Angeles hotel bills.

For his part, Elliott was sure that the lavish entertainment poured on him by Hughes' chubby party manager didn't affect the multi-million-dollar reconnaissance plane contract awarded Hughes. His father, the late President, didn't take a hand in the matter, he declared flatly.

Spent Own Cash

As for the parties, Elliott admitted he attended many of them, but declared he spent \$1,500 of his own dough somewhere along the sprawling meal with Johnny.

Meyer, who sworn earlier that he never saw anybody else pick up a tab "during my entire war," flatly contradicted Elliott on the hotel bills, and paid for three nights lodging, and stuck to his story that he spent \$5,000 regarding Elliott, his wife and their pals from coast to coast.

Cigarette Girl Tells Of Trysts in Hotel

NEW YORK, Aug. 4 (NY News)—While Johnny Meyer, Howard Hughes' contact man and entertainer, told his story in Washington today, a Special Sessions warrant officer was waiting here with a paper spelling a new kind of trouble for the rotund publicist. It calls for his arrest on a charge of fathering a night club cigarette girl's illegitimate child.

The warrant was signed Friday by Justice Hackenburg on complaint of blond Patricia Miles, 26,



JOHN MEYER

Called From Africa

Before the hearing broke up in its customary pandemonium at 1:30 p.m., Elliott revealed that Gen. Arnold, former commander of the Army Air Force and former Assistant Secretary of War for Air Lovett, personally called him from North Africa and ordered him to the West Coast in July 1943, to inspect Hughes' reconnaissance plane.

Grimly, Elliott, then a colonel in command of a combat reconnaissance squadron, told how the Nazis were knocking off his slow, conventional type planes like clay pigeons. He said he studied Hughes' plans and plans thoroughly, decided the swift wooden D-8 was the answer to a flying photographer's prayer. He recommended acceptance after Hughes guaranteed to turn them out like hot cakes in 18 months, he disclosed.

When Elliott took the stand he said the public had a right to know

(Turn to Page 2, Col. 4)

of New York, former magazine cover girl, who has worked at the Stork club, El Morocco and Club 18, and now is selling smokes at Bill's Gay Nineties.

Oates Hotel Trysts

Her affidavit told a story of alleged trysts with Meyer in his former suite at the Hotel Sherry-Netherland from early 1945 until June 1946, when, she says she discovered she was about to become a mother. Before her son's birth, the girl charged, an unnamed "emissary" of Meyer visited her and induced her, for \$1,500 to sign a statement declaring Meyer was not the father.

Her complaint, which comes to light today, asserted:

"I was delivered of a male child on Feb. 3, 1947, and said child resided with me at 600 West 158th St. John W. Meyer, who resides at 7000 Romaine, in the city of Los Angeles, and who is employed as publicity representative by the Howard Hughes interests, is the father of the child.

"Wherefore, I demand that

(Turn to Page 2, Col. 4)

Elliott and Johnny Turn Probe Into Farce Arguing Over Who Paid Who's Party Checks

Feasts Didn't Affect

Death, Says Roosevelt

(Continued)

in lavish feast. "Entertainments in any way endangered the lives of men who served under me" through the award of plane contracts to Hughes.

Serious Implications

Elliott told the senators that "serious implications" had been leveled against him through the committee hearings. He said his wartime record as an officer had been questioned.

He said that heightened interest in the war contract investigation has resulted from "rather intimate relations I had with the man who was Chief Executive and responsible for the conduct of the war."

"Very serious implications" have been raised about his influence, through his father, on the war contracts, and about his "service to my country," Elliott said.

Standing erect and speaking in a husky voice, Elliott gave his address as Hyde Park, N. Y.

He told the senators that he refused to assume overall charge of airforce reconnaissance during the war because he believed such a step would have opened up a congressional "smear" campaign against his father. He said he was offered the job by Lovett when Allied forces invaded Sicily.

Recalls Job Offer

In recalling Lovett's job offer Roosevelt said Lovett told him:

"I'm going to order you back to Washington to the Pentagon building and put you in charge of the reconnaissance branch."

"I told him very, very forcefully not to do that," Roosevelt continued.

"I said, 'you can't do that, sir, because of whom I am.'"

"I said, 'I am the son of the President of the United States and you will open him to great criticism if you bring me back to sit out the war in the Pentagon. It will give members of Congress who don't like Franklin D. Roosevelt a wonderful opportunity to smear him.'"

Then he asked permission to "say a few words." He declared that the Congress and the press had leveled charges against him since he entered the Army as a captain in September, 1940.

Sen. Brewster (R) of Maine cut in to observe that he has been informed that Gen. Marshall had twice rejected Roosevelt's nomina-

tion to be a brigadier general before sending it to the Senate.

Elliott said that it was the first he had heard of it. His father, he was confirmed by the Senate over considerable opposition.

February, 1944. "Thanks for inviting me to appear—I appreciate the first opportunity I've had to answer publicly the charges raised against me since I entered the Army as a captain and charges, which have been made continuously against me by Congress and the press," he began.

Appeared Voluntarily

"You didn't have to subpoena me . . . I came voluntarily," he added.

He pledged an effort to give "the fullest possible answers," although he said he had no voluminous records to back up his movements and activities during the war years.

"Efforts have been made to find my connection with the chief executive, and if I might have influenced his judgment on war contracts," he added.

"I know I'm not big enough or important enough to be responsible for the attention paid to me unless I had some rather intimate relations with the man who was chief executive and was responsible for carrying out the war effort," Elliott said.

Visited Hyde Park

Meyer, Hughes contact man, also revealed that he visited the Roosevelt family home at Hyde Park, N. Y., about the time the late President Roosevelt was running for a fourth term. He went in company with a group of Elliott's air force colonel friends at the invitation of Mrs. Eleanor Roosevelt.

Elliott was in Europe, and Meyer said he stayed there during the Presidential campaign "possibly because of intervention." But he had no idea who might have intervened with whom, or why.

Meyer testified that Elliott visited Beverly Hills, Calif., from Nov. 22 to Dec. 8. He said he paid the hotel bill of Elliott and his daughter in Beverly Hills and picked up the checks of Elliott and his wife-to-be, actress Faye Emerson, during a week end at the Palm Springs Racquet club. There were four persons in the week-end party at Palm Springs—Meyer, Roosevelt, Miss Emerson and Janet Thomas, another Hollywood actress. Meyer paid for all.

It was all, he said, "in the name

Declares Father Had

No Hand in Case

(Continued)

"I don't understand what you mean by 'why'." Meyer asked. He added that "I was entertaining everybody I came in contact with."

The next item Ferguson took up of the \$5,000 charged by the "Roosevelt account" over a three-year period was a \$1,500 bill from the Barclay Hotel in New York. It covered Oct. 20, 21, 22, 23 and 24 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Sep. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Sep. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Sep. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Sep. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Sep. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Sep. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Sep. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26



Elliott and Attorney Get Their Heads Together at Hearing

Elliott Roosevelt (right) and Joseph P. Kamp, Jr., a prominent lawyer of New York, are shown here at a hearing. They are both wearing suits and ties. The image is grainy and has a stark, high-contrast appearance.

7

Entm

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Coffey _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Hendon _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

*Asst. Dir.
 W. H. Hughes*

Hughes' Agent Sired Her Son, Model Alleges

New York, Aug. 4 (AP).—A warrant was issued today for Howard Hughes publicist Johnny Meyer, charging him with being the father of the illegitimate son of a pretty, blonde New York cigarette girl and model.

The warrant, issued after a hearing by Justice Frederick L. Hackenburg, was obtained by 25-year-old Patricia Miles.

Miss Miles, a former cover girl, said she worked as cigarette girl at the Stork Club, El Morocco and Club 18, and now works at Bill's Jay Nineties.

The pretty young woman said she visited Meyer in his Hotel Sherry-Netherland suite three or four times a week for lengthy periods early in 1945 and until June, 1946. She said her child was born on February 2, 1947.

Her affidavit stated without qualification that Meyer is the father of that child.

Miss Miles charged that Meyer left New York hurriedly when she advised him she was pregnant. It was about the time, Miss Miles said, that Meyer's employer, Hughes, was critically injured in the crash of the aircraft now undergoing investigation.

In Washington, where he is under subpoena to testify before the Senate War Investigating Committee, Meyer commented, "Nuts—ridiculous," when asked about the charge. He was reached at Griffith Stadium where he was attending a prizefight. — Editor's note.]

*John Wm Meyer
 62-78335*

File

53 AUG 20 1947

AUG 5 1947

WASHINGTON POST
 Page 2

RECORDED
 &
 INDEXED
 112

62-78335-A
 FBI
 42 AUG 8 1947

FEB 9 1972

53 1165
 REPRODUCED ORIGINAL

Mr. Tolson ✓
 Mr. E. A. Tamm ✓
 Mr. Clegg ✓
 Mr. Coffey ✓
 Mr. Glavin ✓
 Mr. Ladd ✓
 Mr. Nichols ✓
 Mr. Rosen ✓
 Mr. Tracy ✓
 Mr. Carson ✓
 Mr. Egan ✓
 Mr. Hendon ✓
 Mr. Pennington ✓
 Mr. Quinn Tamm ✓
 Mr. Nease ✓
 Miss Gandy ✓

Now Blond Wants Her Baby on Meyer's Expense Account

Says Hughes' Aide Is the Daddy

NEW YORK, Aug 5 — Patricia Miles, 25 blond nightclub cigaret girl, asked Johnny Meyer, 41, party-loving press agent, today to put her six-month-old baby on his expense account.

Miss Miles said she lighted a cigar for Mr. Meyer on one of his nightclub parties, and kept the flame alive three times a week when he was in New York. Mr. Meyer left and never returned, she said, when his employer, Howard Hughes, cracked up in an experimental bomber last year and she discovered she was pregnant.

In Washington, Mr. Meyer hotly denied the paternity charge or that he was an after-dawn lover.

"Hell, she worked until 5 a. m.," he said. "She's just another tomato trying to get her name in the papers. I never took her out in my life."

Elvin I. Unterman, attorney for Miss Miles, said a warrant for the plump, balding publicity agent, was issued last Friday by Justice Frederick L. Hackenbourg after a closed hearing on the paternity charge.

A birth certificate with the Board of Health said Douglas Meyer was born at 3 45 a. m. Feb. 2, to Miss Miles at the Park West Hospital. It named "John Meyer,



MISS MILES AND DOUGLAS

Los Angeles, agent in the motion picture industry, "as the child's father."

John W. Meyer
 67-77335

file
8/5

RECORDED
 INDEXED

162-78335-A
 N B I

42 AUG 8 1947

AUG 5 1947

WASHINGTON NEWS
 Page 3

60 AUG 5 1947

FEB 9 1972

BB
 REPRODUCED ORIGINAL-REPLA

Hughes' Agent Sired Her Son, Model Alleges

New York, Aug. 4 (AP).—A warrant was issued today for Howard Hughes' publicist, Johnny Meyer, charging him with being the father of the illegitimate son of a pretty, blonde New York cigarette girl and model.

The warrant, issued after a hearing by Justice Frederick L. Hackenburg, was obtained by 23-year-old Patricia Miles.

Miss Miles, a former cover girl, said she worked as cigarette girl at the Stork Club, El Morocco and Club 18, and now works at Bill's Gay Nineties.

The pretty young woman said she visited Meyer in his Hotel Sherry-Netherland suite three or four times a week for lengthy periods early in 1945 and until June, 1946. She said her child was born on February 2, 1947.

Her affidavit stated without qualification that Meyer is the father of that child.

Miss Miles charged that Meyer left New York hurriedly when she advised him she was pregnant. It was about the time, Miss Miles said, that Meyer's employer, Hughes, was critically injured in the crash of the aircraft now undergoing investigation.

In Washington, where he is under subpoena to testify before the Senate War Investigating Committee, Meyer commented, "This is ridiculous," when asked about the charge. He was reached at Griffith Stadium where he was attending a prizefight. — Editors' note.]

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

1

Hughes
affidavit

Johnny Meyer
62-78335

RECORDED
INDEXED
62-78335-A
EX-34
116
42
AUG 8 1947

50 AUG 15 1947

WASHINGTON POST
DATE *8-5-47*

FEB 9 1972
BB-116
INDEXED ORIGINAL-RECEIVED

N

1

John W. Meyers

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Leonard _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Brewster Takes Hughes Spat To Department of Justice

Sen. Brewster (R., Me.) called the attention of Attorney General Clark yesterday to his running public controversy with Howard Hughes involving what Brewster has described as "a blackmail charge" by Hughes.

Brewster, chairman of the Senate War Investigating Committee which is inquiring into Hughes war contracts, sent Clark a copy of his press statement of last Friday. In it the Senator said, "I will welcome the most thorough exploration of this charge by the Attorney General in justice to all concerned."

Justice Department officials said the statement was received by the Attorney General yesterday morning. They said Brewster also sent a covering letter, but declined to disclose its content.

The "blackmail" reference was to Hughes' assertion in a public statement last week that Brewster had offered to call off the current investigation if Hughes would merge his Trans-World Airline with Pan American Airways.

Brewster's reply said, "If there were a word of truth in the charges, they should have been presented to the Attorney General last February at the time of the alleged proposal."

Hughes has also asked that the Justice Department investigate relations between Brewster and Pan American Airways.

Bombs Shake Hotel

Vienna, Aug. 4 (AP)—Two suitcase time bombs exploded early today in the basement of the Sacher Hotel, residence of many British senior officers in transit.

A British Army spokesman said no injuries and little damage were caused.

Hughes
16-11-47

John W. Meyers
62-78335

EX-62
 RECORDS
 INDEXED
 80

62-78335-A

File
606

63-11-26

WASHINGTON POST
 DATE *9-5-47*

FEB 9 1972

BB

REMOVED ORIGINAL-RETRN

Hughes Arrives to Anquire Eager to Cross-Examine Brewster And Repeat Charges Against Him

Refuses Comment On Testimony of Roosevelt, Meyer

BULLETIN

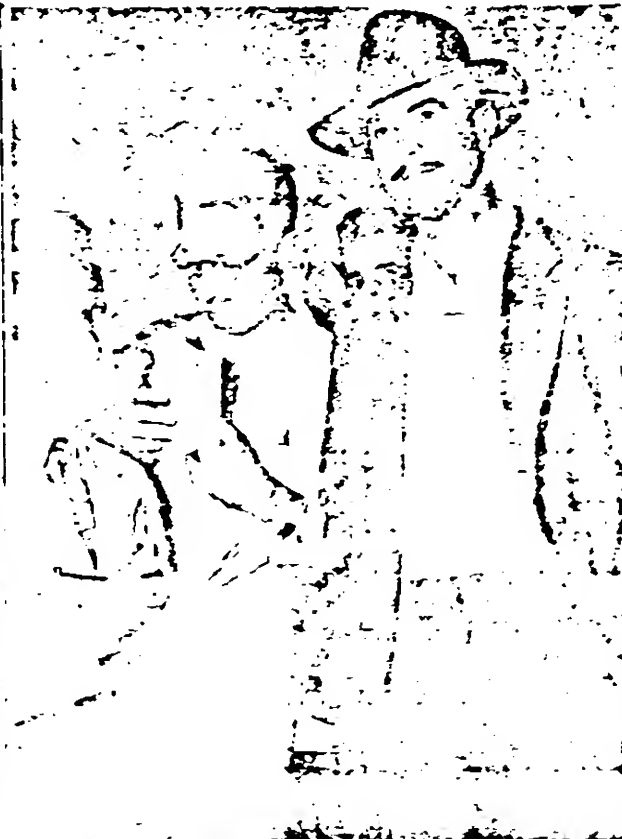
Chairman Ferguson of the Senate War Investigating Subcommittee agreed with Howard Hughes' attorney this morning that Mr. Hughes would not be called to the stand until this afternoon. Meanwhile, John W. Meyer, Mr. Hughes' public relations man, was recalled to the stand. The hearing room was jammed with spectators.

Howard Hughes, millionaire aircraft builder, flyer and film producer, landed his converted B-23 bomber at National Airport today and declared he not only is ready to face Senate investigating his war plane contracts, but also is eager to cross-examine Chairman Brewster of the Senate War Investigating Committee.

In a chatty mood despite the weariness of flying the plane on a 13-hour, one-stop dash from Culver City, Calif., Mr. Hughes said he would be on hand in the afternoon when the War Investigating Subcommittee resumes its hearings into \$40,000,000 in contracts he had with the Government to manufacture a 200-ton flying boat and three photo-reconnaissance planes.

His appearance on the witness stand was due for a delay while the subcommittee completed questioning his public relations man, John W. Meyer. Mr. Meyer has testified he spent \$164,000 to entertain wartime officials who might have been interested in Hughes contracts and others.

But the wary, 41-year-old aircraft builder left no doubt he will renew his charges that Senator Brewster offered to call off the current investigation if Mr. Hughes agreed to merge Trans-World Airlines, which he controls with Pan American Airways. Senator Brewster has denied the charge.



CHIEF WITNESS ARRIVES—Howard Hughes, summoned by a Senate War Investigating Subcommittee to testify at its inquiry in his \$40,000,000 contracts for war planes, arrived at National Airport this morning and was questioned by reporters. He made the trip in his B-23 converted bomber and was at the controls on the trip from the West Coast. —Star Staff Photo.

Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

Will Be Happy to Repeat Charge
"I will be most happy to repeat everything I have said about Brewster if he will allow me to cross-examine him and call such witnesses as I wish," Mr. Hughes said, as he stepped from his plane at 7:41 a.m.

He refused to comment on testimony of Elliott Roosevelt, which was completed yesterday, that a prenuptial wedding party and other expenses totaling \$676.85 for Mr. Roosevelt and Miss Faye Emerson in December, 1944, in California were paid "as a wedding present" by Mr. Hughes.

"I haven't read Mr. Roosevelt's testimony and I don't want to comment on any of it yet," he said.

He gave a similar reply when asked about Mr. Meyer's testimony of charges to the Hughes Aircraft Co. for lavatory parties and other entertainment reported as having been paid to Mr. Roosevelt and others during the war years.

Third Photo Plane Is Flying

Mr. Hughes talked about the progress of the controversial P-11 reconnaissance plane which Mr. Roosevelt, while in the air force, recommended for Government use.

"The third plane is flying," he reported. "It is in process of trials I have been flying it myself."

The first of the reconnaissance planes was a prototype and the second cracked up last year, with serious injury to Mr. Hughes, who was at the controls.

Mr. Hughes said the trip from Culver City last night was "O. K." The only stop was at Tulsa, shortly after midnight. Mr. Hughes appeared to be slightly dazed after the long flight, but showed no unwillingness to talk with reporters and pose for photographers at the airport.

Will Appear Promptly

As he stepped from the plane he wore a tan sports coat, light-colored trousers and a brown snap-brim hat. His white shirt was open at the neck. He needed a shirt and

(See HUGHES, Page A-3)

RECORDED

EX-89

62-78335-A-13
FEB 9 1972
OCT 12 1947

AUG 6 1947

WASHINGTON STAR
Page 1

69
60 OCT 14 1947

FEB 9 1972
BB

RECORDED MICROFILM - 81-1 AM

Hughes

(Continued From First Page)

looked tired but said that after "freshening up" he would appear promptly at 10 a.m. in the Senate committee room.

"I don't expect I will feel right away," he remarked. "I understand there are some witnesses before me." He added that he had not known that Mr. Roosevelt completed testimony yesterday.

In addition to Mr. Hughes there were four other persons in the plane. They refused to identify themselves but one was Earl Martyn, an engineer for the Hughes organization.

Will Be Accompanied by Attorney. Mr. Hughes said he would be accompanied to the hearing by his attorney, Thomas A. Slack, who has been here since the sessions started 10 days ago.

The departure of Mr. Hughes from California, at 5:32 p.m. yesterday, was clouded in some secrecy. Mr. Hughes announced last week he would appear before the Senate subcommittee today. Efforts of the subcommittee to serve a subpoena on him were unsuccessful.

Mr. Hughes offered no comment this morning on his whereabouts during the last few days.

Chairman Ferguson expects to question Mr. Meyer about other officers today. He said the subcommittee, before it concludes its hearing, will go into entertainment reported to have been provided for Secretary of the Interior Krug. Mr. Krug will be given an opportunity to testify if he desires. Senator Ferguson added.

Roosevelt Defends Action on Plane.

In addition to attacking the expense accounts Mr. Meyer listed under his name, Mr. Roosevelt closed his testimony with a strong defense of his action in recommending the Hughes plane in 1943 as most likely to give the Army Air Forces the speed and other performance required for reconnaissance.

While he agreed the Senate should investigate how the plane contract was carried out, Mr. Roosevelt bitterly complained that the Meyer expense accounts should not have been made public before he had had an opportunity to explain and answer each item.

Mr. Roosevelt indicated that the only item on the long list of more than \$5,000 worth of entertainment expenses Mr. Meyer listed as having been for Col. Roosevelt or his friends for which he might be criticized was for a California hotel bill in 1944, which he understood

was paid by Mr. Hughes as a wedding present.

He said also that Jack Frye, former president of Trans World Airlines, which Mr. Hughes controlled, paid some of the expense for the trip to Grand Canyon where he was married on December 3, 1944, to Faye Emerson, motion-picture actress. The bill totaled \$450 for hotel, meals and other expenses for the entire wedding party, but Mr. Roosevelt said he paid many of the expenses himself.

Gave Bride in Marriage.

Asked if Mr. Meyer was there, Mr. Roosevelt said he was.

"He turned up at the wedding and gave the bride in marriage," Mr. Roosevelt said.

Other high lights of the afternoon session yesterday were:

1. Mr. Roosevelt expressed his belief that the reason President Truman or Gen. Eisenhower or former Secretary of War Patterson did not recommend that he be given a brigadier general commission in the AAP Reserve in 1944 was that they did not want to provoke another "smear" campaign against his father, as had occurred when he was promoted to that rank during the war.

2. The late President's son emphasized that, after recommending Mr. Hughes new reconnaissance plane, he went back to the war zones and had nothing to do with the wording of the contract. He said the contract terms drawn up by officers in this country did not "remotely resemble" recommendations he had made for safeguarding the Government if the Hughes Co. was unable to live up to the prospects indicated when he approved the project.

3. He trusted the recommendation for the development of the Hughes plane was not the only step taken by the AAP mission he headed in 1943. He told the committee he and his associates recommended cancellation of contracts of more than \$100,000,000 because they were not helping the war effort. He told Chairman Ferguson many were canceled.

4. As an illustration, he said he found that film had been ordered in such large quantities for reconnaissance that carloads had to be shipped back because it had been stored so long it was useless.

Yesterday's session came to an end with another clash between Senator Pepper, Democrat of Florida, and Senator Ferguson over whether politics was involved in the inquiry.

Senator Pepper said it would be hard to eradicate from the public mind a suspicion that the first case taken up under Republican control of the War Investigating Commis-

sion involved the name of President Roosevelt and one in his son.

The Florida Senator said the late President's name had been brought in as having favored completion of the big Kaiser-Hughes cargo plane and the name of his son, Elliott, in connection with the Hughes reconnaissance plane.

Senator Ferguson contended the committee always has investigated any charges brought to it by members of either party. He recalled he had served on the committee when it was controlled by Democrats.

Admits Right to Reprimand.

Throughout his two days on the witness stand, Mr. Roosevelt insisted Mr. Meyer had dealt "freely" with his name in reporting funds spent for entertainment, even at times when the President's son was overseas.

Mr. Roosevelt told the subcommittee that, "on a strict interpretation of the law, I might be reprimanded for accepting a wedding present from Howard Hughes."

He was explaining an item on the Meyer expense account for \$574.83 for a Beverly Hills hotel bill in December, 1944, about the time he married Faye Emerson.

"This is one item that is completely unfair to any aviation company," Mr. Roosevelt began. "This was my bill and was paid by Mr. Meyer under these conditions."

Prepared to Pay.

Mr. Roosevelt then explained he was checking out and had already written a check to pay the bill when Mr. Meyer rushed up and said, "You can't pay this bill."

Mr. Roosevelt said he trusted he had already written the check whereupon Mr. Meyer informed him that Mr. Hughes had called and said he wanted to give Mr. Roosevelt a wedding present.

Mr. Roosevelt admitted it might be deemed unwise for him to have accepted a wedding present from Mr. Hughes, but he added he did not go into the background of every one who gave him a wedding gift.

Senator Pepper asked that the record show that this as well as many other items on the Meyer list was for dates a year or more after Mr. Roosevelt had ceased to have any connection with the Hughes plane.

When Senator Ferguson called Mr. Meyer back to the stand, Mr. Meyer insisted he could not recall the conversation described by Mr. Roosevelt about the Beverly Hills hotel bill being a wedding present.

Complains of \$32 Item.

Mr. Roosevelt complained about another item on the Meyer expense list of \$32 for an evening at a night club. Mr. Roosevelt said he came in late. He told the committee Mr. Meyer was engaged that evening in what is known in cafe societies as "table-hopping."

"Was he good at that?" asked Chairman Ferguson.

"Very good," Mr. Roosevelt replied.

Mr. Roosevelt testified that he

paid a bill of \$145 on that occasion and that after he left, Mr. Meyer got another bill for \$32. Mr. Roosevelt complained that the expense account before the committee made it appear that Mr. Meyer had spent the \$32 for him or his party.

Again attacking the Meyer expense accounts, Mr. Roosevelt described as "the most ghastly expense item I have ever seen," a \$15 charge Mr. Meyer put down for auto rent and tipping a policeman in connection with the arrival in Washington of three members of the Roosevelt family on April 13, 1945, the day after President Roosevelt died.

The item listed Mrs. Elliott Roosevelt, Mrs. James Roosevelt and Mrs. John Roosevelt.

"These ladies were arriving for the funeral of my father," Elliott added, with emotion in his voice.

Asked to explain the item, Mr. Meyer said he was at the Hotel Statler when he heard the President was dead. He explained that Mr. Frye told him his plane was in Burbank, Calif., about to return East. Mr. Meyer said he called Mrs. Elliott Roosevelt on the Coast and told her he would hold the plane for her and the other two daughters-in-law.

In defending his recommendations for the Hughes plane, Mr. Roosevelt asserted that experience in combat was more valuable in finding out what was needed than the knowledge of officers back home.

"We were fortunate in having a wartime air force commander who backed us up from the field and forced things down the throats of Wright Field (materal) officers," he declared.

Critical of Policies.

Senator Ferguson told Mr. Roosevelt the first P-11 (Hughes reconnaissance plane) crashed while being

shot in July, 1944, and that the Government accepted it six months later.

"I wasn't in the Army at that time and had nothing to do with it, but those kind of policies don't sound right to me," Mr. Roosevelt observed.

Senator Ferguson asked him if he knew that the original Hughes contract for 180 of the P-11 planes was reduced in 1945 to three.

"It certainly should have been," Mr. Roosevelt replied, "because by that time we had passed the time when we could have used them." He explained that, meanwhile, the AAP overseas had obtained other planes, including some of the British Mosquito type.

As he left the witness stand, Mr. Roosevelt told the committee he had received "fair treatment" from both Republicans and Democratic members in being permitted to tell his side fairly and expressed his willingness to cooperate in the remainder of the investigation. He said he was returning to "Senator Brewster's State of Maine" but would return at any time on a day's notice.



ELLIOTT ROOSEVELT HOLDS A PRESS CONFERENCE—After testifying before the Senate War Investigating Subcommittee concerning the hospitality he received from Howard Hughes public relations man, Elliott Roosevelt held a press conference at the Hotel Statler last night.
—Star Staff Photo.



LONG BEACH, CALIF.—The Howard Hughes 200-ton flying boat, the construction of which figures in the Senate inquiry, is being readied for a test flight, with workmen laying tarpaulins which, with the other shelters, protect the huge craft from the sun.
—AP Wirephoto.